

AD-A036 055

FEDERAL AVIATION ADMINISTRATION OKLAHOMA CITY OKLA AE--ETC F/G 1/3
EMERGENCY EVACUATION COMPUTER SIMULATION - PROGRAM DESCRIPTION --ETC(U)
OCT 76 J GILLESPIE
FAA-216-76A

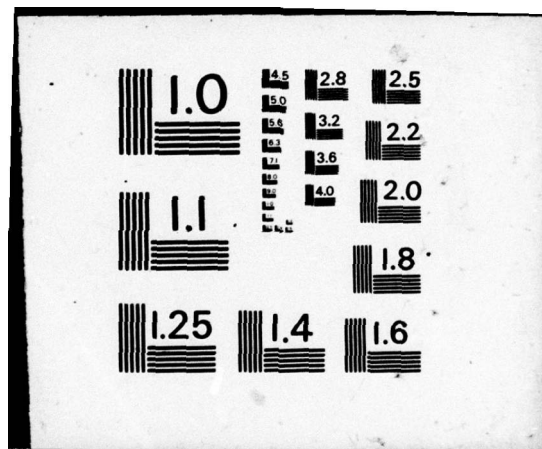
UNCLASSIFIED

NL

1 of 1
ADA036055



END
DATE
FILMED
3-77



Report No. FAA-216-76A

ADA036055

EMERGENCY EVACUATION COMPUTER
SIMULATION - PROGRAM DESCRIPTION
AND USER'S GUIDE

JAMES GILLESPIE



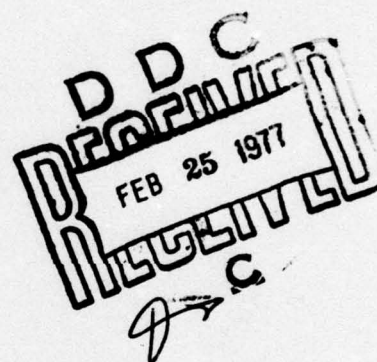
OCTOBER 1976

INTERIM REPORT

Document is available to the public through the
National Technical Information Service,
Springfield, Virginia 22151

Prepared by

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FAA AERONAUTICAL CENTER
Engineering and Manufacturing Branch
Oklahoma City, Oklahoma 73125



Copy available to DDC does not
permit fully legible reproduction

**COPY AVAILABLE TO DDC DOES NOT
PERMIT FULLY LEGIBLE PRODUCTION**

NOTICE

The contents of this report reflect the views of the Engineering and Manufacturing Branch which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the Department of Transportation, Federal Aviation Administration or Flight Standards Service. This report does not constitute a standard, specification, or regulation.

ADDITION FOR	
RTS	White Section <input checked="" type="checkbox"/>
DTG	Buff Section <input type="checkbox"/>
UNANNOUNCED	<input type="checkbox"/>
JUSTIFICATION	
BY	
DISTRIBUTION/AVAILABILITY CODES	
Dist.	AVAIL. and/or SPECIAL
A	

1. Report No. FAA-216-76A	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle EMERGENCY EVACUATION COMPUTER SIMULATION - PROGRAM DESCRIPTION and User's Guide.	5. Report Date October 1976	6. Performing Organization Code (12) 80 p.
7. Author(s) James Gillespie	8. Performing Organization Report No.	10. Work Unit No. (TRAIS)
9. Performing Organization Name and Address DOT, Federal Aviation Administration FAA Aeronautical Center Engineering and Manufacturing Branch Oklahoma City, Oklahoma 73125	11. Contract or Grant No.	13. Type of Report and Period Covered Interim Report - June 74 - August 76,
12. Sponsoring Agency Name and Address Federal Aviation Administration Flight Standards Service Washington, D.C. 20590	14. Sponsoring Agency Code	
15. Supplementary Notes Airframe and Propulsion Section		
16. Abstract <p>A computer model has been developed that simulates emergency evacuation in transport category aircraft. Two computer programs are available that model wide and narrow body aircraft. The computer model is statistical in that a gamma function is assumed to obtain a probability distribution for time path segments of a passenger during evacuation. The program has been successfully run on an IBM 370/155 computer. Running time is dependent on the number of passengers and number of simulations run. Running time is approximately one minute for five evacuations of a 80 passenger narrow body aircraft. For 100 evacuations of a 389 passenger wide body aircraft running time is approximately 90 minutes.</p>		
17. Key Words Emergency Evacuation, Transport Category Aircraft, Computer Model	18. Distribution Statement Document is available to the public through the National Technical Information Service, Springfield, Virginia 22151	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 77
		22. Price 135.210 <i>6pg</i>

EMERGENCY EVACUATION COMPUTER
SIMULATION - PROGRAM DESCRIPTION
AND USER'S GUIDE

October 1976

Interim Report

PREPARED BY:

James Gillespie
JAMES GILLESPIE
Aerospace Engineer

REVIEWED BY:

Richard D. McMurray
RICHARD D. McMURRAY
Chief, Airframe & Propulsion Section

APPROVED BY:

Gary E. Wullenwaber
GARY E. WULLENWABER
Assistant Chief, Engineering and Manufacturing
Branch

INTRODUCTION

High costs and injuries to test subjects during emergency evacuation demonstrations have led to the development of computer simulation models of emergency evacuations with a long-range goal of eventually replacing the certification demonstrations. Besides the obvious advantages of low cost and no human injury, a computer model can be used to simulate a wide range of emergencies rather than those done under the restrictive criteria established for a certification demonstration.

An emergency evacuation computer model described in Reference 1 has been developed by FAA Aeronautical Center personnel. This computer program is based on the assumption that the door is a bottleneck and passenger movement in the interior of the aircraft is not considered except as a queue at the exit door. The computer model in Reference 1 is written in GPSS. The present computer model is written in FORTRAN and traces a passenger from his seat to the exit he selects during evacuation. Separate programs have been developed for wide and narrow body aircraft.

MODEL DESCRIPTION

AIRCRAFT INTERIOR REPRESENTATION - The interior of the aircraft is treated as a matrix of I, J values that identify passenger seating, aisle, and exit locations. A general representation of wide and narrow body aircraft is shown in figures 1 and 2. The I denotes row number and the J denotes column number. Thus, $I = 1, J = 1$ represents the seat of the upper left hand passenger in figures 1 and 2. Figures 1 and 2 show input parameters, which will be discussed in detail in the program input section, that allow the program user to specify the seating arrangement and passenger assigned to a particular exit. Further flexibility is added to the model by allowing the user to identify empty seats in the aircraft. In the narrow body program the user can identify seats in exit rows that are common in overwing exits.

EXIT PATH TIME COMPONENTS - Referring to figures 1 and 2, in evacuating a passenger must get out of his seat and move through boxes where seats are present, move through aisle boxes, and then move through boxes which may or may not contain seats, to reach the exit door. Let T_1 be the time required for a passenger to move through a box without seats and T_2 the time required for a passenger to move through a box with seats.

As a passenger moves toward the exit door he may encounter a delay due to a line at the door. This delay will be dependent on the movement of the passengers in front of him and the door opening time. Let T_3 be the time required for door opening and exit equipment deployment.

When a door exit is free, the passenger goes through the door and down a slide or off a wing to reach the ground. Let T_4 be the time required for a passenger to go through the exit door and T_5 the time required for a passenger to reach the ground.

The total evacuation time of a passenger can be represented as a function of T_1 , T_2 , T_3 , T_4 , and T_5 . First the individual time components must be determined and then be combined in a suitable manner to determine passenger evacuation time. The computer programs have been written to accept time component input for each open exit. All times except T_3 are passenger related.

DETERMINATION OF EXIT PATH TIMES - The same mathematical model is used for all five time components. Each passenger is given a unique T_1 , T_2 , T_4 and T_5 . Each open exit is given a unique T_3 . For each time component, evacuation test data suitable to that segment of the evacuation path are required. The mean, standard deviation, minimum, and maximum component times are required for a group of passengers or exit doors as program input. A gamma function is fitted to this data by the Method of Moments (2). From the gamma function a table of probability versus time is generated. A random probability between 0 and 1 is then determined. The random probability is then used to generate a time from the table of probability versus time.

Factors influencing the time components are:

1. T_1 - aisle width, aircraft attitude, aisle blockage, visibility, passenger physical condition
2. T_2 - seat configuration, seat belt removal time, aircraft attitude, passenger physical condition
3. T_3 - door and equipment configuration, passenger or crewmember opening door
4. T_4 - door configuration, crew effort
5. T_5 - type of path followed to ground, passenger physical condition.

This list is not necessarily complete. Passenger mental attitude is certainly an important factor. A systematic small scale test program will probably be required to generate suitable input data for these functions. The factors cited above must be considered in obtaining ranges of data.

Because the data used to generate the time components are statistical, provision is made in the program to allow the user to generate a desired number of emergency evacuations. Average data obtained from a series of runs is probably more representative of evacuation tests. Generally, similar evacuation tests will produce different results.

CALCULATION OF EVACUATION TIME - Consider the movement of the first passenger to a given open exit door. Referring to figures 1 and 2, the passenger time to the door (T_D) is:

$$T_D = N_1 \cdot T_1 + N_2 \cdot T_2 \quad 1$$

where N_1 = number of boxes without seats passenger must move through to reach exit

N_2 = number of boxes with seats passenger must move through to reach exit

Upon reaching the door the passenger is either delayed by the time it takes the door to open or he goes through the door. The time spent inside the aircraft (T_A) is taken as the greater of T_3 or T_D . The total evacuation time (T) is:

$$T = T_A + T_4 + T_5 \quad 2$$

If there is no delay, the second passenger to exit reaches the door in the time determined from equation 1. Note that N_1 , T_1 , N_2 , and T_2 are different for the second passenger. If the second passenger is delayed, his time to the door is given by:

$$T_D = T_A + T_4 \quad 3$$

where T_A and T_4 are values for the first passenger preceding him. The T_A for the second passenger is taken as the greater T_D computed by equations 1 and 3. The total evacuation time for the second passenger is given by equation 2 using T_4 and T_5 appropriate to the second passenger. For each passenger, T_A is used to keep a record of the delays encountered by that passenger or is the time determined by equation 1 depending on which is greater. Equation 2 is used to compute evacuation time for each passenger. Thus, the door may not necessarily be a bottleneck throughout the evacuation process in this computer model.

INITIAL PASSENGER EXIT SELECTION - Two options are available in the computer programs. In the first option, a passenger evacuates through the nearest open exit. The nearest exit is determined by counting the total number of boxes the passenger must move through to reach each open exit and selecting the exit with the smallest total of boxes. In the second option, passengers assigned to a given exit must evacuate through it if it is open. Passengers assigned to blocked exits evacuate through the nearest open exit in both options. The second option has been included in the computer model because passengers may not necessarily evacuate through the exit nearest them. This gives the program user some flexibility in selecting an exit for a passenger if this has been observed in evacuation tests. In both options, the passenger exit selection is an initial one and passengers at the ends of lines of exits with long evacuation times are redistributed to exits with shorter evacuation times. The redistribution is based on exit flow rates determined from the initial passenger exit selection.

UPPER DECK WIDE BODY MODEL - Since wide body aircraft may have upper or lower decks in addition to the main deck, provision has been added in the wide body program to handle this situation. The upper deck model is shown in figure 3. It consists of a passenger seating configuration with one

aisle only, a staircase to the main deck, and one exit to the outside. By using I, J notation, the location of the staircase and exit may be varied. It should be noted that the same I, J values can be used for upper and main deck passengers since the program handles the decks separately. The program user can assign any combination of passengers to the exit to the outside and staircase. For passengers assigned to the staircase, the user must also select their escape exit on the main deck. The escape path and time segments for passengers exiting directly are handled the same as lower deck exits using time segment data appropriate to the upper deck exit. However, for passengers using the staircase, a new model is needed.

The time it takes a passenger to move to the stair entrance is similar to equation 1 using T_1 and T_2 appropriate to the upper deck and the boxes a passenger must move through to reach the stair entrance. A new time function T_6 must be defined for passenger movement on the staircase. This function is the same mathematically as the five time functions previously discussed. Upon reaching the main deck a passenger moves through a number of boxes to reach the exit. This time segment is T_2 appropriate to the main deck exit times the number of boxes the passenger moves through. The passenger time to the exit is thus composed of his time to the staircase entrance, time on the staircase, and time from staircase to exit door.

PASSENGER EXIT REDISTRIBUTION - The aircraft exits must be numbered as shown in figure 4 in order for the exit redistribution logic to work properly. After the initial evacuation, the exit with the greatest evacuation time is determined. Passengers at the end of this exit line are redistributed to another exit in the following manner:

1. The exit with the shortest evacuation time in the vicinity of the exit with the longest time is determined.
2. Vicinity of an exit is defined as any exit one exit away on either side of the aircraft. For example, referring to figure 4, exits in the vicinity of exit 1 are exits 2, 3, and 4. Exits in the vicinity of exit 3 are exits 1, 2, 4, 5 and 6.
3. The flow rates for the longest exit time and shortest exit time in the vicinity are computed by:

$$R_L = (T_L - T_{3_L})/N_L \quad 4$$

$$R_S = (T_S - T_{3_S})/N_S \quad 5$$

where R_L = flow rate for exit with longest time

R_S = flow rate for exit with shortest time

T_L = longest evacuation time

T_{3L} = exit preparation time for exit with longest time

T_{3S} = exit preparation time for exit with shortest time

T_S = shortest evacuation time

N_L = number of passengers evacuating through exit with longest time

N_S = number of passengers evacuating through exit with shortest time

4. The following values are determined by:

$$T_{AV} = (T_L + T_S)/2 \quad 6$$

$$\Delta N_L = (T_L - T_{AV})/R_L \quad 7$$

$$\Delta N_S = (T_{AV} - T_S)/R_S \quad 8$$

It should be noted that ΔN_L and ΔN_S are truncated to integer values in the computer program. The smallest of ΔN_L and ΔN_S is taken as the net change in passengers between exits (ΔN).

5. The evacuation time for the longest time exit is reduced by $\Delta N \cdot R_L$ and the total amount of passengers is reduced by ΔN .

6. The evacuation time for the shortest time exit is increased by $\Delta N \cdot R_S$ and the total amount of passengers is increased by ΔN .

The same procedure is again repeated reducing evacuation time and passengers for the exit now having the greatest evacuation time. The procedure is repeated until ΔN_L or ΔN_S equals 0. Experience to date indicates that a maximum of five iterations is required.

PROGRAM DESCRIPTION

Both wide and narrow body programs use the same names for subroutines. The wide body program has one more subroutine (UDECK) than the narrow body program. The main program and subroutine PATH contain slightly different logic between the two programs. A complete FORTRAN listing of the wide body program is given in Appendix I. A listing of the main program and subroutine PATH for the narrow body program is given in Appendix II. A description of each subroutine is given below:

1. Main program - The main program reads in all the input data. It determines initial passenger exit selection using two options described in the paragraph entitled INITIAL PASSENGER EXIT SELECTION. The main program calls subroutines GAMF, PATH, and OPTIM.
2. Subroutine GAMF - This subroutine is called by the main program. It acts as a controlling program to establish the gamma function fit to input time segment data. It returns tables of time versus probability to the main program. Subroutine GAMF calls subroutine CDTR.
3. Subroutine CDTR - This subroutine is called by subroutine GAMF. It computes tables of time versus probability based on a gamma function fit and returns them to GAMF. Subroutine CDTR calls subroutines NDTR and DLGAM.
4. Subroutine NDTR - This subroutine is called by subroutine CDTR. It is used by subroutine CDTR in the calculation of tables of probability versus time.
5. Subroutine DLGAM - This subroutine is called by subroutine CDTR. It computes the double precision natural logarithm of the gamma function and is used by subroutine CDTR in the calculation of tables of probability versus time.
6. Subroutine PATH - This subroutine is called by the main program. It calculates the evacuation time for each individual passenger as described in the paragraph entitled CALCULATION OF EVACUATION TIME. Subroutine PATH calls subroutines RANDU and LININ.
7. Subroutine RANDU - This subroutine is called by subroutine PATH. It generates a random probability between 0 and 1 for each passenger and open exit door which is returned to subroutine PATH.
8. Subroutine LININ - This subroutine is called by subroutine PATH. It uses the random probability generated by subroutine RANDU to linearly interpolate the tables of probability versus time generated by subroutine GAMF. It returns times T_1 , T_2 , T_3 , T_4 , and T_5 to subroutine PATH.
9. Subroutine OPTIM - This subroutine is called by the main program. It changes the exit route of certain passengers as described in the paragraph entitled PASSENGER EXIT REDISTRIBUTION.
10. Subroutine UDECK - This subroutine is only in the wide body program. It is called by the main program if the aircraft has an upper deck. This subroutine simulates evacuation from an upper or lower deck using the procedure described in the paragraph entitled upper deck wide body model.

PROGRAM INPUT

WIDE BODY PROGRAM

CARD A FORMAT (415)

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
NRUN	1-5	No. of simulations desired
NEXIT	6-10	No. of main deck aircraft exits ≤ 10
NOPT	11-15	= 0 Passenger evacuates through nearest open exit
		= 1 Passenger evacuates through assigned exit
		(See paragraph entitled initial passenger exit selection)
NDECK	16-20	= 0 No upper or lower deck
		= 1 Upper or lower deck

CARDS B FORMAT (9I5)

These cards must be repeated NEXIT times. The cards must be in the exit number order shown in Figure 4. The aircraft seats must be numbered for each exit as shown in Figure 1.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IROWE	1-5	Exit row No. (See Figure 1)
NRF	6-10	First row No. of passenger seats assigned to exit (See Figure 1)
NRL	11-15	Last row No. of passenger seats assigned to exit (See Figure 1)
NCOL1	16-20	Column number of passenger seats nearest aisle assigned to left side exit. Lowest column number of passenger seats assigned to right side exit (See Figure 1)
NCOL2	21-25	Last column number of passenger seats assigned to left side exit. Column number of passenger seats nearest aisle assigned to right side exit (See Figure 1)
NSIDE	26-30	= 0 Left side exit = 1 Right side exit
NCOL3	31-35	Last column number of passenger seats assigned to right side exit (See Figure 1)
NOPEN	36-40	= 0 Exit is open = 1 Exit is closed
NEMP	41-45	No. of empty passenger seats in exit section.

CARDS C FORMAT (16I5)

The I, J values of empty seats are input 8 pairs to a card. If there are more than 8 empty seats to an exit continue on the next card. A new card must be started for each exit with empty seats. Do not input any cards for exits where NEMP = 0.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IV	1-5, 11-15, 21, 25, ...	I or row number of empty seat in section
JV	6-10, 16-20, 26-30, ...	J or column number of empty seat in section

CARDS D FORMAT (5F 10.0)

Five sets of cards are input for each open exit following the order of Figure 4.

CARD D1

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN1	1-10	Mean value of time data for time T1.
SD1	11-20	Standard deviation of time data for time T1.
XU1	21-30	Maximum value of time data for time T1.
XINT1	31-40	Table interval. No. of points in time versus probability table is XU1/XINT1. No. of points ≤ 50 .
XL1	41-50	Minimum value of time data for time T1.

CARD D2

XMN2	1-10	Mean value of time data for time T2.
SD2	11-20	Standard deviation of time data for time T2.
XU2	21-30	Maximum value of time data for time T2.
XINT2	31-40	Table interval. No. of points in time versus probability table is XU2/XINT2. No. of points ≤ 50 .
XL2	41-50	Minimum value of time data for time T2.

CARD D3

XMN3	1-10	Mean value of time data for time T3.
SD3	11-20	Standard deviation of time data for time T3.
XU3	21-30	Maximum value of time data for time T3.

INPUT
QUANTITY

CARD COLUMN
NUMBERS

DESCRIPTION

CARD D3 (Continued)

XINT3	31-40	Table interval. No. of points in time versus probability table is XU3/XINT3. No. of points ≤ 50 .
XL3	41-50	Minimum value of time data for time T3.

CARD D4

XMN4	1-10	Mean value of time data for time T4.
SD4	11-20	Standard deviation of time data for time T4.
XU4	21-30	Maximum value of time data for time T4.
XINT4	31-40	Table interval. No. of points in time versus probability table is XU4/XINT4. No. of points ≤ 50 .
XL4	41-50	Minimum value of time data for time T4.

CARD D5

XMN5	1-10	Mean value of time data for time T5.
SD5	11-20	Standard deviation of time data for time T5.
XU5	21-30	Maximum value of time data for time T5.
XINT5	31-40	Table interval. No. of points in time versus probability table is XU5/XINT5. No. of points ≤ 50 .
XL5	41-50	Minimum value of time data for time T5.

CARDS E

Input only if NDECK = 1.

CARD E1 FORMAT (7I5)

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IROWE	1-5	Exit row No. (See Figure 3)
NRF	6-10	First row of passengers in upper deck (See Figure 3)
NRL	11-15	Last row of passengers in upper deck (See Figure 3)
NCOL1	16-20	Column No. of seats on left of aisle (See Figure 3)
NCOL2	21-25	Largest column No. of seats in upper deck (See Figure 3)
NOPE	26-30	= 0 Upper deck exit open = 1 Upper deck exit closed
NEMP	31-35	No. of empty seats in upper deck

CARD E2 FORMAT (7I5)

IU	1-5	Row No. of entrance to staircase in upper deck
JU	6-10	Column No. of entrance to staircase in upper deck
IL	11-15	Row No. of staircase exit on main deck
JL	16-20	Column No. of staircase exit on main deck
NOUT	21-25	Exit No. on main deck that upper deck passengers evacuate through
NNOUT	26-30	No. of passengers on upper deck that use staircase
NUOUT	31-35	No. of passengers on upper deck that use upper deck exit

CARD E3 FORMAT (16I5)

The I,J values of passengers that use the upper deck exit are input eight pairs to a card. If there are more than eight passengers assigned to the upper deck exit continue on the next card. Do not input if NUOUT = 0.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IUD	1-5, 11-15, 21-25, ...	I or row number of passenger assigned to upper deck exit
JUD	6-10, 16-20, 26-30, ...	J or column number of passenger assigned to upper deck exit

CARD E4 FORMAT (16I5)

The I,J values of empty seats are input eight pairs to a card. If there are more than eight empty seats in the upper deck continue on the next card. Do not input if NEMP = 0.

IV	1-5, 11-15, 21-25, ...	I or row number of empty seat in upper deck
JV	6-10, 16-20, 26-30, ...	J or column number of empty seat in upper deck

CARDS E5 FORMAT (5F10.0)

CARD E5.1

XMN1	1-10	Mean value of time data for time T1
SD1	11-20	Standard deviation of time data for time T1
XU1	21-30	Maximum value of time data for time T1
XINT1	31-40	Table interval. No. of points in time versus probability table is XU1/XINT1. No. of points ≤ 50 .
XL1	41-50	Minimum value of time data for time T1

CARD E5.2

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN2	1-10	Mean value of time data for time T2 on upper deck
SD2	11-20	Standard deviation of time data for time T2
XU2	21-30	Maximum value of time data for time T2
XINT2	31-40	Table interval. No. of points in time versus probability table is XU2/XINT2. No. of points ≤ 50 .
XL2	41-50	Minimum value of time data for time T2

Do not input cards E5.3-5.5 if NOPEN = 1.

CARD E5.3

XMN3	1-10	Mean value of time data for time T3 of upper deck exit
SD3	11-20	Standard deviation of time data for time T3
XU3	21-30	Maximum value of time data for time T3
XINT3	31-40	Table interval. No. of points in time versus probability table is XU3/XINT3. No. of points ≤ 50 .
XL3	41-50	Minimum value of time data for time T3

CARD E5.4

XMN4	1-10	Mean value of time data for time T4 of upper deck
SD4	11-20	Standard deviation of time data for time T4
XU4	21-30	Maximum value of time data for time T4
XINT4	31-40	Table interval. No. of points in time versus probability table is XU4/XINT4. No. of points ≤ 50 .
XL4	41-50	Minimum value of time data for time T4

CARD E5.5

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
XMN5	1-10	Mean value of time data for time T5 of upper deck
SD5	11-20	Standard deviation of time data for time T5
XU5	21-30	Maximum value of time data for time T5
XINT5	31-40	Table interval. No. of points in time versus probability table is XU5/XINT5. No. of points ≤ 50 .
XL5	41-50	Minimum value of time data for time T5

CARD E5.6

XMN6	1-10	Mean value of time data for time T6 of staircase
SD6	11-20	Standard deviation of time data for time T6
XU6	21-30	Maximum value of time data for time T6
XINT6	31-40	Table interval. No. of points in time versus probability table is XU6/XINT6. No. of points ≤ 50 .
XL6	41-50	Minimum value of time data for time T6

PROGRAM INPUT

NARROW BODY PROGRAM

CARD A FORMAT (415)

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
NRUN	1-5	No. of simulations desired
NEXIT	6-10	No. of aircraft exits ≤ 10
NOPT	11-15	= 0 Passenger evacuates through nearest open exit = 1 Passenger evacuates through assigned exit (See paragraph entitled initial passenger exit selection)
JEMP	16-20	Column number of aisle (See Figure 2)

CARDS B FORMAT (815)

These cards must be repeated NEXIT times. The cards must be in the exit number order shown in Figure 4. The aircraft seats must be numbered for each exit as shown in Figure 2.

INPUT QUANTITY	CARD COLUMN NUMBERS	DESCRIPTION
IROWE	1-5	Exit row No. (See Figure 2)
NRF	6-10	First row No. of passenger seats assigned to exit (See Figure 2)
NRL	11-15	Last row No. of passenger seats assigned to exit (See Figure 2)
NCOLL	16-20	Column number of passenger seats nearest aisle assigned to left side exit. Last column number of passenger seats assigned to right side exit (See Figure 2)
NSIDE	21-25	= 0 Left side exit = 1 Right side exit
NSEAT	26-30	= 0 No seats in exit row = 1 Seats in exit row
NOPEN	31-35	= 0 Exit is open = 1 Exit is closed
NEMP	41-45	No. of empty passenger seats in exit section

CARDS C

(Same as Wide Body Program)

These cards must be prepared in the order shown in Figure 4. The aircraft seats must be numbered for each exit as shown in Figure 5.

DESCRIPTION	CARD COLUMN NUMBERS	INSTR QUANTITY
Exit row No. (See Figure 5)	1-8	INSTR
First row No. of passenger seats assigned to exit (See Figure 5)	9-10	INSTR
Last row No. of passenger seats assigned to exit (See Figure 5)	11-12	INSTR
Column number of passenger seats near exit aisle assigned to left side exit. Last column number of passenger seats assigned to right side exit (See Figure 5)	13-20	INSTR
= 0 Left side exit	21-22	INSTR
= 1 Right side exit		
= 0 No seats in exit row	23-24	INSTR
= 1 Seats in exit row		
= 0 Exit is open	25-26	INSTR
= 1 Exit is closed		
No. of empty passenger seats in exit section	27-28	INSTR

WIDE BODY PROGRAM

CARDS D

(Same as Wide Body Program)

WIDE BODY PROGRAM - Assume an average of 100 passengers on the aircraft. The wide body configuration shown in Figure 2. The number of seats in the cabin is 100. For the purpose of this program, we will use the exit 1 as the exit point. For the purpose of this program, we will use the exit 1 as the exit point. For the purpose of this program, we will use the exit 1 as the exit point.

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

We wish to assign the passengers who exit 1 to that exit. For card 1:

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

WIDE = 100

The only property that needs explanation is WIDE = 100, which is the number of empty seats. Since we have assigned the passengers on the right side of the aircraft to a left hand exit, the program logic cannot determine where the right hand side is. However, if we make column 9 empty, we will have simulated an aisle. This means right hand side seats since row 1 is assumed empty by program logic since it is a row exit. For row 8 we wish to ignore any passengers who use an exit different from 1. If a number using exit 1 is 8. Similarly for row 9 the number using exit 1 is 8. This gives a total of 24 empty seats for exit 1.

Although no passengers are assigned to exit 1, we have logic to handle input values. We will input one empty seat for exit 1. For card 1:

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

WIDE = 100

We will later specify 1 empty seat in row 1, column 7 for exit 1.

For exit 1, card 1:

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

WIDE = 100
EXIT = 1
WIDE = 100
EXIT = 1

WIDE = 100

WIDE = 100 is composed of 13 seats for the left hand side, 8 seats for row 8, 7 seats for row 9, 7 seats for row 10, and 7 seats for row 11.

SAMPLE CASE INPUT

WIDE BODY PROGRAM - Assume an evacuation test has occurred on the hypothetical wide body configuration shown in Figure 5. The numbers in the seats indicate the exit that passengers used in the test. Since we wish to duplicate the test option 1 will be used in the program. For the purpose of this sample case, we will do only one run although a number such as ten might be better if we wished to actually compare test and program data. For card A:

NRUN = 1 NEXIT = 6 NOPT = 1 NDECK = 0

We wish now to assign the passengers who used exit 1 to that exit. For card B1:

IROWE = 3 NRF = 1 NRL = 9 NCOL1 = 3

NCOL1 = 12 NSIDE = 0 NCOL 3 (blank) NOPEN = 0

NEMP = 21

The only quantity that needs explanation is NEMP = 21, which is the number of empty seats. Since we have assigned the passengers on the right side of the aircraft to a left hand exit, the program logic cannot determine where the right hand aisle is. However, if we make column 9 empty, we will have simulated an aisle. This totals eight empty seats since row 3 is assumed empty by program logic since it is a row exit. For row 8 we wish to ignore any passengers who use an exit different from 1. The number using exit 3 is 5. Similarly for row 9 the number using exit 3 is 8. This gives a total of 21 empty seats for exit 1.

Although no passengers are assigned to exit 2, program logic requires input values. We will input one empty seat for exit 2. For card B2:

IROWE = 3 NRF = 1 NRL = 1 NCOL1 = 7

NCOL2 = 7 NSIDE = 1 NCOL3 = 7 NOPEN = 1

NEMP = 1

We will later specify 1 empty seat in row 1, column 7 for exit 2.

For exit 3, card B3:

IROWE = 14 NRF = 8 NRL = 20 NCOL1 = 3

NCOL2 = 12 NSIDE = 0 NCOL3 (blank) NOPEN = 0

NEMP = 28

NEMP = 28 is composed of 12 seats for the right hand aisle, 5 seats for row 8, 2 seats for row 9, 2 seats for row 19, and 7 seats for row 20.

For exit 4, card B4:

IROWE = 14 NRF = 10 NRL = 10 NCOL1 = 7
NCOL2 = 7 NSIDE = 1 NCOL3 = 7 NOPEN = 1
NEMP = 1

We will later specify 1 empty seat in row 10, column 7 for exit 4.

For exit 5, card B5:

IROWE = 25 NRF = 19 NRL = 30 NCOL1 = 3
NCOL2 = 12 NSIDE = 0 NCOL3 (Blank) NOPEN = 0
NEMP = 22

NEMP = 22 is composed of 11 seats for the right hand aisle, 8 seats for row 19, and 3 seats for row 20.

For exit 6, card B6:

IROWE = 25 NRF = 20 NRL = 20 NCOL1 = 7
NCOL2 = 7 NSIDE = 1 NCOL3 = 7 NOPEN = 1
NEMP = 1

We will later specify 1 empty seat in row 20, column 7 for exit 6.

For exit 1, NEMP = 21. There are 3 cards C1:

IV = 1, 2, 4, 5, 6, 7, 8, 9 JV = 9, 9, 9, 9, 9, 9, 9, 9
IV = 8, 8, 8, 8, 8, 9, 9, 9 JV = 1, 5, 8, 11, 12, 1, 2, 5
IV = 9, 9, 9, 9, 9 JV = 6, 7, 8, 11, 12

For exit 2, NEMP = 1. There is 1 card C2:

IV = 1 JV = 7

For exit 3, NEMP = 28. There are 4 cards C3:

IV = 8, 9, 10, 11, 12, 13, 15, 16 JV = 9, 9, 9, 9, 9, 9, 9, 9
IV = 17, 18, 19, 20, 8, 8, 8, 8 JV = 9, 9, 9, 9, 2, 3, 6, 7

IV = 8, 9, 9, 19, 19, 20, 20, 20 JV = 10, 3, 10, 6, 10, 1, 2, 6

IV = 20, 20, 20, 20 JV = 7, 8, 11, 12

For exit 4, NEMP = 1. There is 1 card C4:

IV = 10 JV = 7

For exit 5, NEMP = 22. There are 3 cards C5:

IV = 19, 20, 21, 22, 23, 24, 26, 27 JV = 9, 9, 9, 9, 9, 9, 9, 9

IV = 28, 29, 30, 19, 19, 19, 19, 19 JV = 9, 9, 9, 1, 2, 3, 5, 7

IV = 19, 19, 19, 20, 20, 20 JV = 8, 11, 12, 3, 5, 10

For exit 6, NEMP = 1. There is 1 card C6:

IV = 20 JV = 7

Assume that the following data have been obtained for each exit from the evacuation test or from similar small scale tests. Note that input are required only for each open exit. All times are in seconds.

EXIT 1

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	8.	2.	18.	6.
T4	.75	.5	2.	.5
T5	3.	1.	5.	1.

EXIT 3

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	8.	2.	18.	6.

EXIT 3 (Cont'd.)

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T4	.75	.5	2.	.5
T5	4.5	2.	7.	1.5

EXIT 5

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	8.	2.	18.	6.
T4	.75	.5	2.	.5
T5	3.	1.	5.	1.

Let us use the following intervals for the time tables for each exit:

EXIT 1	.1, .1, 1., .1, .2
EXIT 3	.1, .1, 1., .1, .5
EXIT 5	.1, .1, 1., .1, .2

For cards D1:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD1 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 8.	SD3 = 2.	XU3 = 18.	XINT3 = 1.	XL3 = 6.
XMN4 = .75	SD4 = .5	XU4 = 2.	XINT4 = .1	XL4 = .5
XMN5 = 3.	SD5 = 1.	XU5 = 5.	XINT5 = .2	XL5 = 1.

For cards D2:

XMN1 = .6	SD1 = .6	XU1 = .3	XINT1 = .1	XL1 = .3
XMN2 = .1	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 8.	SD3 = 2.	XU3 = 18.	XINT3 = 1.	XL3 = 6.
XMN4 = .75	SD4 = .5	XU4 = 2.	XINT4 = .1	XL4 = .5
XMN5 = 4.5	SD5 = 2.	XU5 = 7.	XINT5 = .5	XL5 = 1.5

For cards D3:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 8.	SD3 = 2.	XU3 = 18.	XINT3 = 1.	XL3 = 6.
XMN4 = .75	SD4 = .5	XU4 = 2.	XINT4 = .1	XL4 = .5
XMN5 = 3.	SD5 = 1.	XU5 = 5.	XINT5 = .2	XL5 = 1.

A copy of the FORTRAN coding sheet for this case is shown in Figure 6.

UPPER DECK OPTION - Assume now that we wish to add an upper deck to the wide body case previously discussed. Assume that the upper deck configuration is given by Figure 3. Let us assign the eight passengers at the rear of the upper deck to the upper deck exit and the remaining eight passengers to the staircase. When they reach the main deck they will be assigned to exit No. 1 to evacuate through. Card A must be changed. Cards E are then inserted after cards D for the main deck.

For card A:

NRUN = 1 NEXIT = 6 NOPT = 1 NDECK = 1

For card E1:

IROWE = 6 NRF = 2 NRL = 5 NCOL1 = 2 NCOL2 = 5
NOPEN = 0 NEMP = 0

Assume the staircase is at I = 3, J = 6 on the main deck. For card E2:

IU = 1 JU = 3 IL = 3 JL = 6 NOUT = 1
NNOUT = 8 NUOUT = 8

For card E3:

IUD = 4, 4, 4, 4, 5, 5, 5, 5 IUX = 3, 3, 3, 3, 4, 4, 4, 4
JUD = 1, 2, 4, 5, 1, 2, 4, 5 JUX = 1, 1, 1, 1, 2, 2, 2, 2

Since NEMP = 0, there is no card E4.

Assume the following data has been obtained from evacuation tests:

UPPER DECK EXIT

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	12.	4.	20.	6.
T4	1.5	.5	4.	.75
T5	5.	1.	10.	2.

STAIRCASE

T6	4.	1.	8.	1.
----	----	----	----	----

Let us use the following intervals for the time tables: .1, .1, .2, .2, .5, .2

For cards E5:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 12.	SD3 = 4.	XU3 = 20.	XINT3 = 2.	XL3 = 6.
XMN4 = 1.5	SD4 = .5	XU4 = 4.	XINT4 = .2	XL4 = .75
XMN5 = 5.	SD5 = 1.	XU5 = 10.	XINT5 = .5	XL5 = 2.
XMN6 = 4.	SD6 = 1.	XU6 = 8.	XINT6 = .2	XL6 = 1.

The FORTRAN coding for this case is shown in Figure 6 after the coding for the main deck only case.

NARROW BODY PROGRAM - Assume we wish to simulate an emergency evacuation in the narrow body aircraft shown in Figure 7. In this case we will let passengers evacuate through the nearest open exit. Seating assignment to an exit is not important except that all the seats in the aircraft must be assigned to exits.

Let us simulate ten evacuations.

For card A:

NRUN = 10 NEXIT = 8 NOPT = 0 JEMP = 4

Let us assign the first class passengers to exits 1 and 2. For card B1:

IROWE = 1	NRF = 2	NRL = 8	NCOLL = 3
NSIDE = 0	NSEAT = 0	NOPEN = 0	NEMP = 7

NEMP = 7 will be used to delete passengers in column 1 thus simulating the first class seating.

For card B2:

IROWE = 1	NRF = 2	NRL = 8	NCOLL = 6
NSIDE = 1	NSEAT = 0	NOPEN = 1	NEMP = 0

It is not necessary to delete any passengers on this side of the aircraft since program logic will take columns 5 and 6 only because NCOLL = 6. For the left side exit NCOLL = 3 and the program logic will take columns 1, 2, and 3. If NCOLL = 2 had been input there would have been a mismatch with the aisle column which is input as JEMP = 4.

For card B3:

IROWE = 12	NRF = 9	NRL = 14	NCOLL = 3
NSIDE = 0	NSEAT = 1	NOPEN = 1	NEMP = 0

Notice there are seats in the exit row for this exit so NSEAT = 1.

For card B4:

IROWE = 12	NRF = 9	NRL = 14	NCOLL = 7
NSIDE = 1	NSEAT = 1	NOPEN = 0	NEMP = 0

For card B5:

IROWE = 15	NRF = 15	NRL = 20	NCOLL = 3
NSIDE = 0	NSEAT = 1	NOPEN = 1	NEMP = 0

For card B6:

IROWE = 15	NRF = 15	NRL = 20	NCOLL = 7
NSIDE = 1	NSEAT = 1	NOPEN = 0	NEMP = 0

For card B7:

IROWE = 27	NRF = 21	NRL = 26	NCOL1 = 3
NSIDE = 0	NSEAT = 0	NOPEN = 0	NEMP = 0

For card B8:

IROWE = 27	NRF = 21	NRL = 26	NCOL1 = 7
NSIDE = 1	NSEAT = 0	NOPEN = 1	NEMP = 0

For card C1:

IV = 2, 3, 4, 5, 6, 7, 8 JV = 1, 1, 1, 1, 1, 1, 1

There are no more C cards.

Assume that the following data are available from previous testing. There are four sets of this data, one set for each open exit. All times are in seconds.

EXIT 1

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	10.	2.	20.	6.
T4	1.	1.	3.	.5
T5	2.5	1.	4.	1.

EXIT 4

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	6.	2.	12.	6.
T4	1.5	1.5	4.	.5

EXIT 4 Cont'd.

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T5	4.	1.	6.	3.

EXIT 6

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	6.	2.	12.	6.
T4	1.5	1.5	4.	.5
T5	4.	1.	6.	3.

EXIT 7

	MEAN	STANDARD DEVIATION	MAXIMUM	MINIMUM
T1	.6	.6	3.	.3
T2	1.	1.	4.	.5
T3	10.	2.	20.	6.
T4	1.	1.	3.	.5
T5	2.5	1.	4.	1.

Let us use the following intervals for the time tables for each exit:

EXIT 1	.1, .1, 2., .1, .2
EXIT 3	.1, .1, 1., .1, .2
EXIT 6	.1, .1, 1., .1, .2
EXIT 7	.1, .1, 2., .1, .2

For cards D1:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 10.	SD3 = 2.	XU3 = 20.	XINT3 = 2.	XL3 = 6.
XMN4 = 1.	SD4 = 1.	XU4 = 3.	XINT4 = .1	XL4 = .5
XMN5 = 2.5	SD5 = 1.	XU5 = 4.	XINT5 = .2	XL5 = 1.

For cards D2:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 6.	SD3 = 2.	XU3 = 12.	XINT3 = 1.	XL3 = 6.
XMN4 = 1.5	SD4 = 1.5	XU4 = 4.	XINT4 = .1	XL4 = .5
XMN5 = 4.	SD5 = 1.	XU5 = 6.	XINT5 = .2	XL5 = 3.

For cards D3:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT2 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 6.	SD3 = 2.	XU3 = 12.	XINT3 = 1.	XL3 = 6.
XMN4 = 1.5	SD4 = 1.5	XU4 = 4.	XINT4 = .1	XL4 = .5

For cards D4:

XMN1 = .6	SD1 = .6	XU1 = 3.	XINT1 = .1	XL1 = .3
XMN2 = 1.	SD2 = 1.	XU2 = 4.	XINT2 = .1	XL2 = .5
XMN3 = 10.	SD3 = 2.	XU3 = 20.	XINT3 = 2.	XL3 = 6.
XMN4 = 1.	SD4 = 1.	XU4 = 3.	XINT4 = .1	XL4 = .5
XMN5 = 2.5	SD5 = 1.	XU5 = 4.	XINT5 = .2	XL5 = 1.

A copy of the FORTRAN coding sheet for this case is shown in Figure 8.

PROGRAM OUTPUT

A copy of the program output for the wide body sample case with upper deck is shown in Figure 9. The first page of output consists of a print out of the input aircraft configuration data in the same format as the input. This allows the user an easy check to make sure input data is correct. The aircraft configuration data are followed by the time segment input data. The exit appropriate to the time data is identified in the last column of this output. Next are the input data for the upper deck if this option is used in the program.

The first output consists of a list of passengers identifying seat row, seat column, exit assigned, and exit out. For each passenger his time to the exit door, door delay time, and evacuation time are given. By comparing time to the exit door and door delay time the user can determine if a bottleneck is occurring at the door. If time to the exit door is greater than door delay time for any passenger, this indicates that the door is not always a bottleneck. A new page is started for each exit that is used in the evacuation. The first exit listed is the upper deck exit if the upper deck option is used. This exit number is set equal to NEXIT + 1. This, passengers on the upper deck that use a main deck exit may be identified by looking for NEXIT + 1 in their exit assigned column. The remaining exit data is in the order of main deck exit numbers.

The next page of output starts out with a summary of the total number of passengers that used an exit, the total evacuation time for that exit, and the exit's number for the initial evacuation. Passengers are then redistributed to exits with shorter lines and the next line of output indicates where passengers were taken from and where they went. The new passenger totals and evacuation times for all the exits are then listed. This is repeated until logic is not able to redistribute any more passengers between exits.

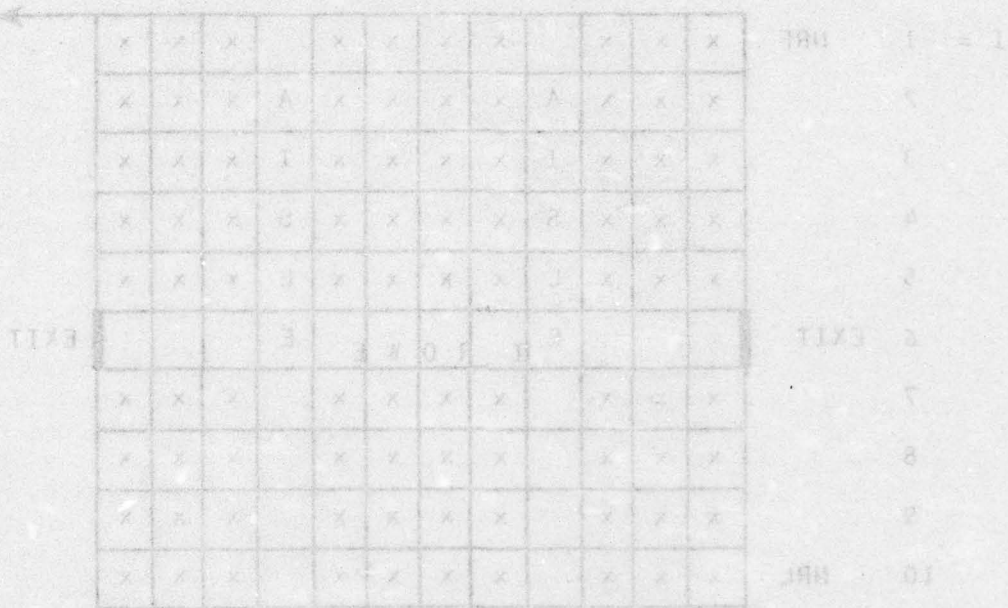
The narrow body program has the same output as the wide body program except there is no upper deck output for the narrow body program. A copy of the program output for one of the ten simulations of the narrow body sample case is shown in Figure 10. All times are in seconds in these programs. The CPU time for five evacuations is approximately one minute on the IMB 370/155 for this case. CPU time has ranged up to 90 minutes for 100 evacuations of a 389 passenger wide body aircraft.

REFERENCES

1. Earl D. Folk, et al., GPSS/360 COMPUTER MODELS TO SIMULATE AIRCRAFT PASSENGER EMERGENCY EVACUATION, FAA-AM-72-30, FAA Office of Aviation Medicine, Washington, D.C., September 1972.
2. M.G. Kendall and A. Stuart, THE ADVANCED THEORY OF STATISTICS, Volume I, Charles Griffin and Company, Limited, 1958.

SUMMARY

Mathematical models for wide and narrow body aircraft emergency evacuations have been developed. Fortran computer programs have been developed from the mathematical models. Several cases have been run using all program options producing reasonable results for the wide and narrow body programs. The programs require evacuation path time segment input data. Some small scale testing will be required to generate a valid range of appropriate time segment input data. Correlation between full scale evacuation tests and program output should then be performed to provide program validation.



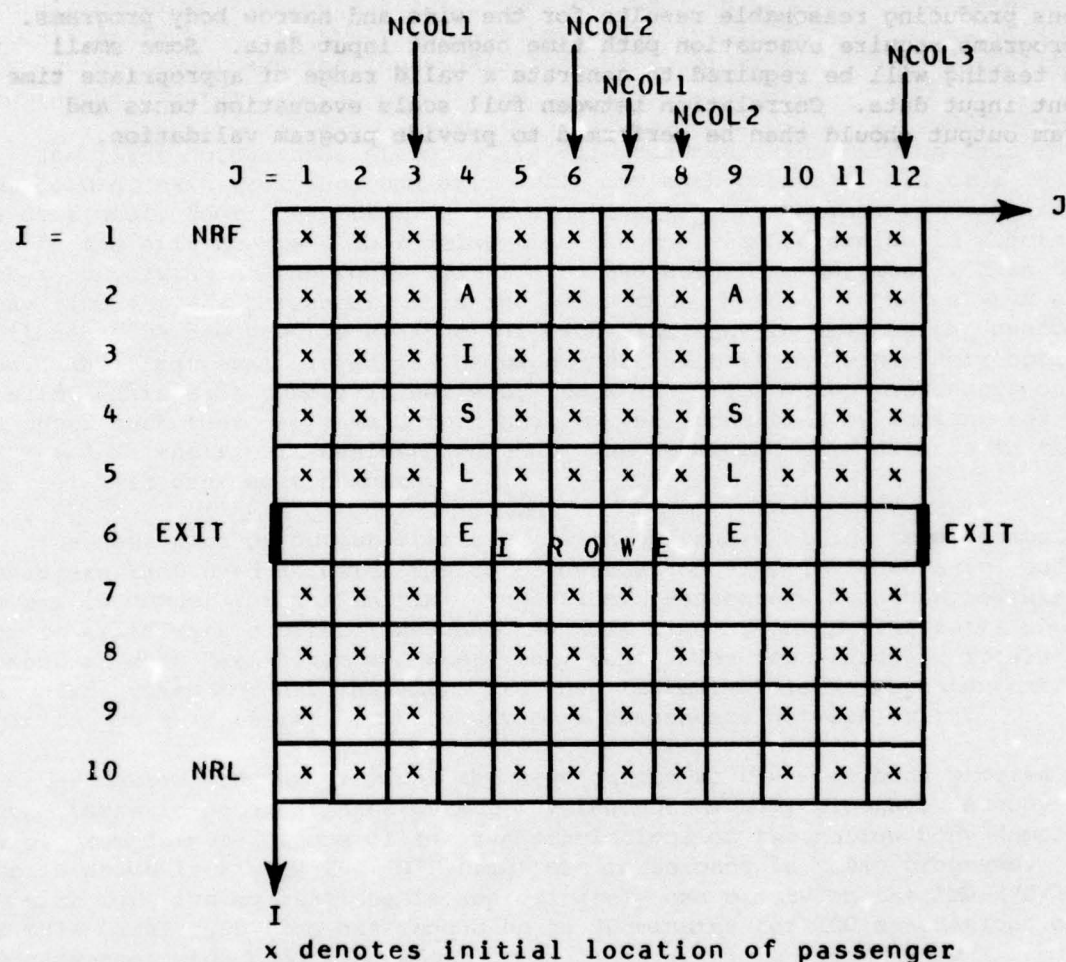
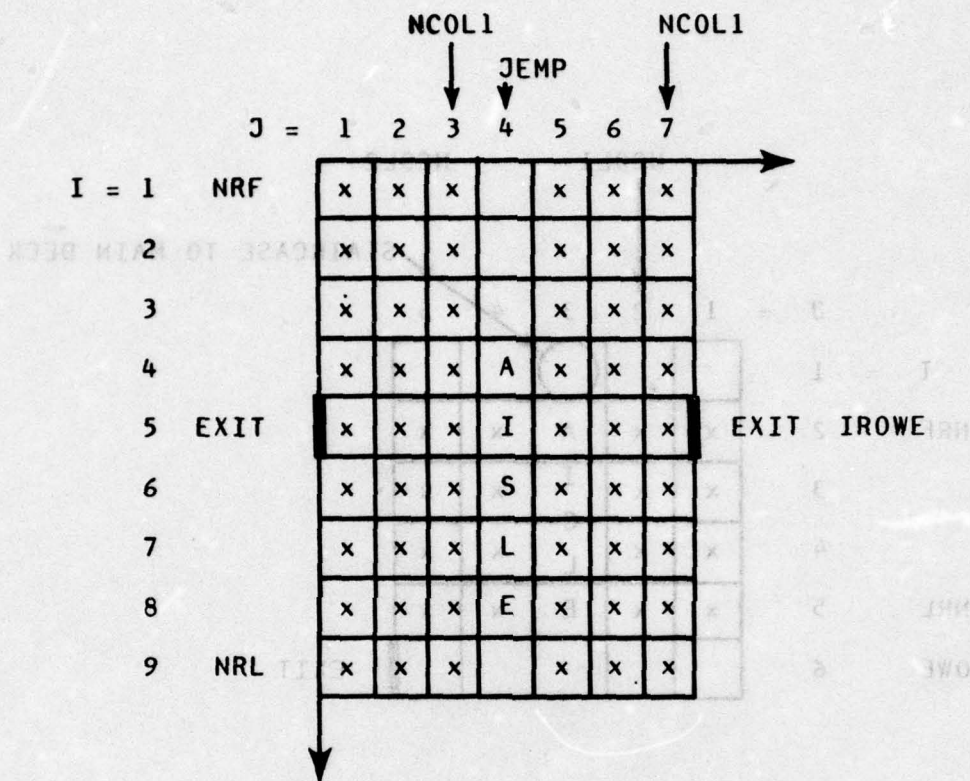
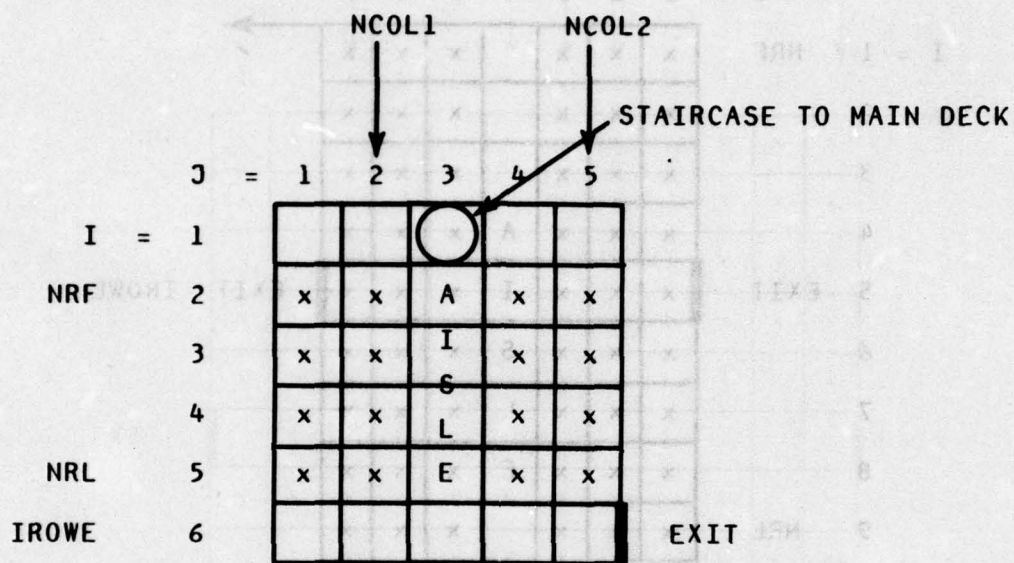


Fig. 1 - Wide body jet model



x denotes initial location of passenger

Fig. 2 - Narrow body model



x Denotes Passenger

Fig. 3 - Upper deck model

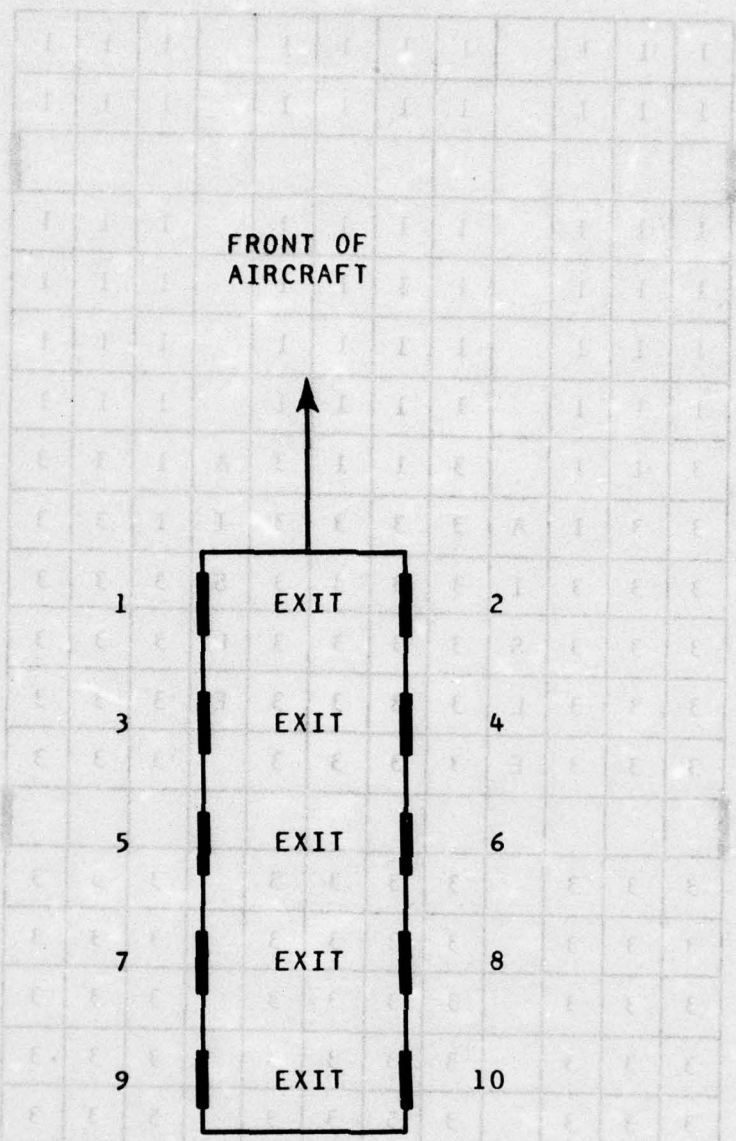


Fig. 4 - Exit numbering sequence

		1	2	3	4	5	6	7	8	9	10	11	12
1		1	1	1		1	1	1	1		1	1	1
2		1	1	1		1	1	1	1		1	1	1
3	EXIT 1 OPEN												
4		1	1	1		1	1	1	1		1	1	1
5		1	1	1		1	1	1	1		1	1	1
6		1	1	1		1	1	1	1		1	1	1
7		1	1	1		1	1	1	1		1	1	1
8		3	1	1		3	1	1	3	A	1	3	3
9		3	3	1	A	3	3	3	3	I	1	3	3
10		3	3	3	I	3	3	3	3	S	3	3	3
11		3	3	3	S	3	3	3	3	L	3	3	3
12		3	3	3	L	3	3	3	3	E	3	3	3
13		3	3	3	E	3	3	3	3		3	3	3
14	EXIT 3 OPEN												
15		3	3	3		3	3	3	3		3	3	3
16		3	3	3		3	3	3	3		3	3	3
17		3	3	3		3	3	3	3		3	3	3
18		3	3	3		3	3	3	3		3	3	3
19		3	3	3		3	5	3	3		5	3	3
20		5	5	3		3	5	5	5		3	5	5
21		5	5	5		5	5	5	5		5	5	5
22		5	5	5		5	5	5	5		5	5	5
23		5	5	5		5	5	5	5		5	5	5
24		5	5	5		5	5	5	5		5	5	5
25	EXIT 5 OPEN												
26		5	5	5		5	5	5	5		5	5	5
27		5	5	5		5	5	5	5		5	5	5
28		5	5	5		5	5	5	5		5	5	5
29		5	5	5		5	5	5	5		5	5	5
30		5	5	5		5	5	5	5		5	5	5

EXIT 2
CLOSED

EXIT 4
CLOSED

EXIT 6
CLOSED

Fig. 5 - Wide body sample case

		1	2	3	4	5	6	7	
1	EXIT 1 OPEN	x	x			x	x		EXIT 2 CLOSED
2		x	x			x	x		
3		x	x			x	x		
4		x	x			x	x		
5		x	x			x	x		
6		x	x			x	x		
7		x	x			x	x		
8		x	x		A	x	x		
9		x	x	x	I	x	x	x	
10		x	x	x	S	x	x	x	
11		x	x	x	L	x	x	x	
12	EXIT 3 CLOSED	x	x	x	E	x	x	x	EXIT 4 OPEN
13		x	x	x		x	x	x	
14		x	x	x		x	x	x	
15	EXIT 5 CLOSED	x	x	x		x	x	x	EXIT 6 OPEN
16		x	x	x		x	x	x	
17		x	x	x		x	x	x	
18		x	x	x		x	x	x	
19		x	x	x		x	x	x	
20		x	x	x		x	x	x	
21		x	x	x		x	x	x	
22		x	x	x		x	x	x	
23		x	x	x		x	x	x	
24		x	x	x		x	x	x	
25		x	x	x		x	x	x	
26		x	x	x		x	x	x	
27	EXIT 7 OPEN								EXIT 8 CLOSED

x Denotes Passenger

Fig. 7 - Narrow body sample case

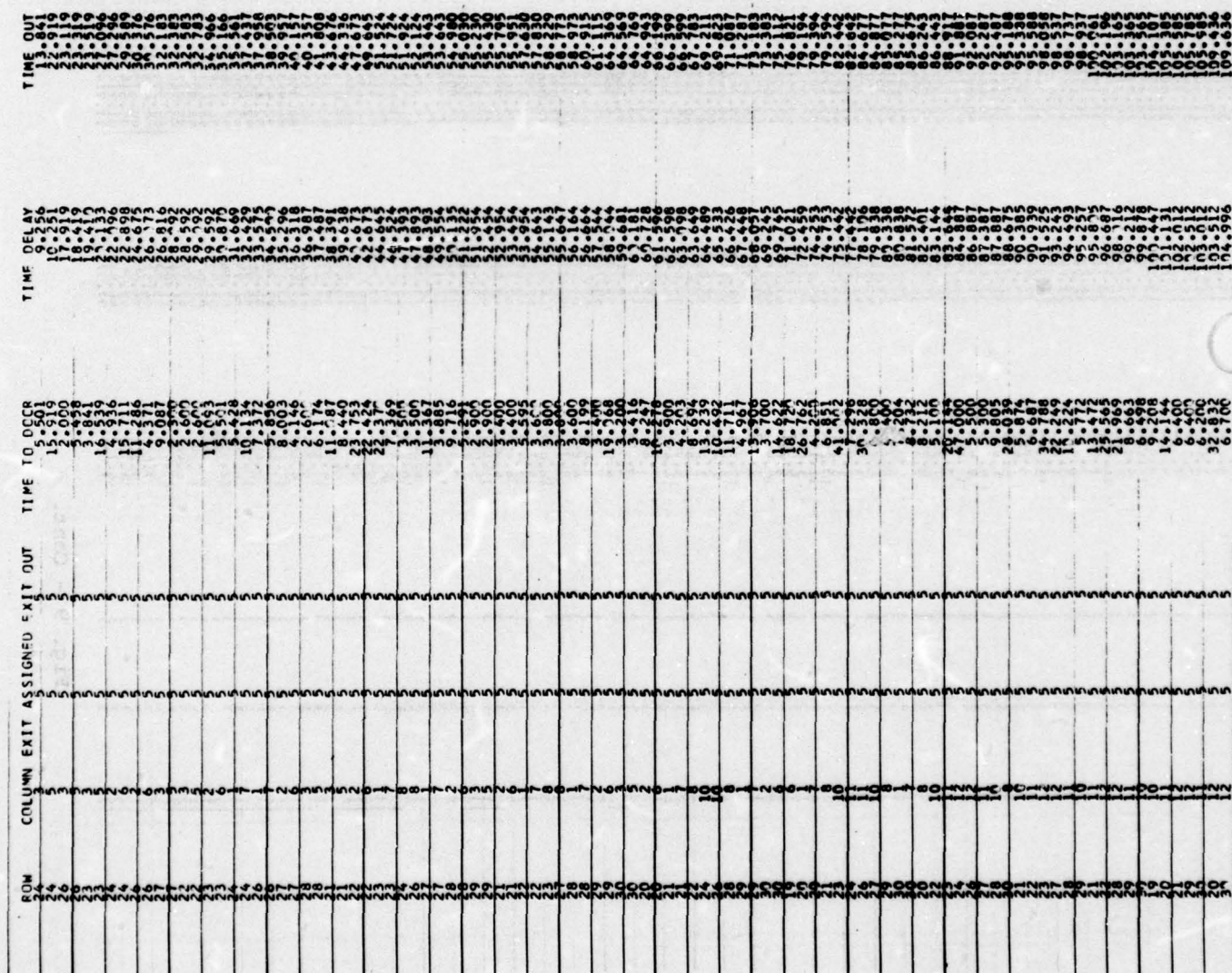
[illegible]

Fig. 8 - Cont.

[illegible]

COLUMN EXIT ASSIGNED EXIT OUT

Fig. 9 - Cont.



NO.	PASS.	TIME	EXIT NC.
1	75	81:14	1
1	75	81:14	2
3	75	81:14	5 GO TO EXIT 3
1	75	81:14	5
1	75	81:14	5
1	75	81:14	5 GO TO EXIT 3
1	75	81:14	5
1	75	81:14	5 GO TO EXIT 3
1	75	81:14	5
1	75	81:14	5 GO TO EXIT 3

Fig. 9 - Cont.

ROW	COLUMN	EXIT	ASSIGNED	EXIT	CUT	TIME	TO	CCCH	TIME	ELAY	TIME	ELAY	TIME	ELAY
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
38	38	38	38	38	38	38	38	38	38	38	38	38	38	38
39	39	39	39	39	39	39	39	39	39	39	39	39	39	39
40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Fig. 10 - Cont.

NO.	PASS.	TIME	EXIT	NC.
40		1.48	1	4
38		1.52	1	4
48		1.56	1	4
30		1.58	1	4
12	PASS.	1.58	1	4
20		1.58	1	4
38		1.58	1	4
30		1.58	1	4
42		1.58	1	4
7	PASS.	1.58	1	4
27		1.58	1	4
31		1.58	1	4
33		1.58	1	4
42		1.58	1	4
2	PASS.	1.58	1	4
27		1.58	1	4
33		1.58	1	4
42		1.58	1	4
6	PASS.	1.58	1	4
27		1.58	1	4
33		1.58	1	4
42		1.58	1	4

Fig. 10 - Cont.

APPENDIX I

WIDE BODY PROGRAM LISTING


```

0005 N3=NCCL2(K)
0010 DO 14 I=1,N3
0015 IF(I.EV.IACWE(K))GO TO 17
0020 IF(I.EV.NCOL1(K))GO TO 17
0025 IF(I.EV.JEMP(K))GO TO 17
0030 IF(I.EV.EQ.O)GO TO 12
0035 N3=NCCL1(K)
0040 DO 20 L=1,NP
0045 IF(I.EV.IV(K,I).AND.J.EQ.JV(K,L))GO TO 17
0050 CONTINUE
0055 12 IF(J.L.EV.NCOL1(K))N3=JEMP-J
0060 IF(J.L.EV.NCOL1(K)+2
0065 IF(JEMP.EV.NJ=J-JEMP
0070 IF(JEMP.O)GO TO 5
0075 IF(I.EV.NCOL1(K).E.O)GO TO 9
0080 N11.J.K.I=JEMP+IABS(I-IACWE(K))+NJ
0085 GO TO 10
0090 9 DO 6 L=1,NEXT
0095 IF(I.EV.NCOL1(K).E.O)GO TO 6
0100 IF(I.EV.NSIDE(L).E.NSIDE(K))GO TO 7
0105 IF(I.EV.NCOL1(K).E.O)GO TO 8
0110 N11.J.K.I=NCOL3(K)-NCOL1(L)+IABS(I-IACWE(L))+NJ
0115 GO TO 6
0120 8 N11.J.K.I=NCOL3(L)-COL1(K)+IABS(I-IACWE(L))+NJ
0125 GO TO 6
0130 7 CONTINUE
0135 6 K=1-100
0140 DC 16 L=1,NEXT
0145 IF(I.EV.NCOL1(K).E.O)GO TO 13
0150 IF(I.EV.NCOL1(K).E.O)GO TO 13
0155 GO TO 13
0160 14 KK=N11.J.K,L)
0165 CONTINUE
0170 13 DC 16 L=1,NEXT
0175 N11.J.K.I=1
0180 16 N11.J.K.I=KK
0185 CONTINUE
0190 12 IF(I.EV.NCOL1(K).E.O)GO TO 13
0195 11 CONTINUE
0200 53 IF(I.EV.NEXT)GO TO 51
0205 IF(I.EV.NCOL1(K).E.O)GO TO 53
0210 51 CALL GAEF(XMNL1),SDI(L),XU1(L),XINT1(L),X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X34,X35,X36,X37,X38,X39,X40,X41,X42,X43,X44,X45,X46,X47,X48,X49,X50,X51,X52,X53,X54,X55,X56,X57,X58,X59,X60,X61,X62,X63,X64,X65,X66,X67,X68,X69,X70,X71,X72,X73,X74,X75,X76,X77,X78,X79,X80,X81,X82,X83,X84,X85,X86,X87,X88,X89,X90,X91,X92,X93,X94,X95,X96,X97,X98,X99,X00,X01,X02,X03,X04,X05,X06,X07,X08,X09,X10,X11,X12,X13,X14,X15,X16,X17,X18,X19,X20,X21,X22,X23,X24,X25,X26,X27,X28,X29,X30,X31,X32,X33,X3
```

```

ISN 0169 IF(INSIDE(L),EQ,0)KK=IABS(IRCWE(L)-IL)+NCOLI .+IABS(JL-NCOLI(L))+
ISN 0170 IF(INSIDE(L),EQ,1)KK=IABS(ROWF(L)-IL)+NCOLI(L)+1+IABS(JL-NSAV2(L))+
ISN 0171 NL=NEXIT+1
ISN 0172 NC 95 I=1 NNOUT
ISN 0173 95 CALL PATH(KK,IIU(1),JUI(1),AL,L,O,T,T3,IIU(1),1)
ISN 0174 GO TO 53
ISN 0175 51 NX=NX+1
ISN 0176 CALL OPTIMT,ACCUNT,NEXIT,NCPEN,ASIDE,T3)
ISN 0177 IF(NTIME TO DOOR,13X,13HTIME OUT)
ISN 0178 200 FORMAT(11,1)
ISN 0179 201 FORMAT(11,1)
ISN 0180 202 FORMAT(11,1)
ISN 0181 203 FORMAT(11,1)
ISN 0182 204 FORMAT(11,1)
ISN 0183 205 FORMAT(11,1)
ISN 0184 206 FORMAT(11,1)
ISN 0185 207 FORMAT(11,1)
ISN 0186 208 FORMAT(11,1)
ISN 0187 13X,12HTIME TO DOOR,13X,13HTIME DELAY,12X,8HTIME OUT,
ISN 0188 STOP
ISN 0189 END

```

```

*OPTIONS IN EFFECT* NAME= MAIN,OPT=03,LINECNT=74,SIZE=000K,
*OPTIONS IN EFFECT* SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NODEIT,IO,NOMREF
*STATISTICS* SOURCE STATEMENTS = 187 ,PROGRAM SIZE = 19130
*STATISTICS* NO DIAGNOSTICS GENERATED
***** END OF COMPILATION *****

```

55K BYTES OF CORE NOT USED

DATE 75.337/18.29.41

OS/360 FORTRAN H

LEVEL 21.8 (JUN 74)

```
COMPILER OPTIONS - NAME= MAIN,OPT=0,LINECAT=74,SIZE=0000K,
SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOCEDIT,ID,NOKREF
SUBROUTINE PATRIN(I,K,T3,TU,MFLAG)
COMMON X(150),P(350),P4(50),P5(50)
COMMON NN1,NN2,NN3,NN4,NN5
COMMON NCOL(11),NCOL3(10),NCOUNT(10),LOLD,TOLD,NEXT
DIMENSION T(10),T3(10)
CALL RANDU(VEL)
CALL LININ(P1,X1,VFL,T1,NN1,XL1(1))
CALL LININ(P2,X2,VFL,T2,NN2,XL2(1))
CALL LININ(P3,X3,VFL,T3(1),NN3,XL3(1))
CALL LININ(P4,X4,VFL,T4,NN4,XL4(1))
CALL LININ(P5,X5,VFL,T5,NN5,XL5(1))
IF(NFLAG.EQ.1)GO TO 10
IF(J.LE.NCOL(K))NJ=NCOL(K)+1-J
NJ=NCOL(K)+2
IF(J.GE.NNINJ)J=NCCOL(K)-1
TOLD=T1*(N-NJ)+T2*NJ
GO TO 5
10 TOLD=T1*U+N*T1
IF(TOLD.EQ.1)GO TO 1
2 IF(NCOUNT(L).EQ.0)TSUM=T3(L)
TSUM=TSUM+T3(L)
T4=TSUM-T3(L)
T5=TSUM-T4
IF(TOLD.EQ.T1)T(L)=TOLD+.2
IF(N.EQ.1)J=NCOL3(K)+1
WRITE(6,1)X1,X2,X3,X4,X5,T4,T5,TOLD,TSUM,T(L)
NCOUNT(L)=NCOUNT(L)+1
TSUM=TSUM+T4
TOLD=T1
GO TO 3
1 TOLD=1
IF(TOLD.EQ.1)GO TO 2
NCOUNT(L)=0
GO TO 2
2 CONTINUE
FORMAT(4I10,3I10X,F10.3)
100 RETURN
END
```

***** END OF COMPILATION *****

***** NO DIAGNOSTICS GENERATED

***** STATISTICS* SOURCE STATEMENTS = 52 ,PROGRAM SIZE = 1676

***** OPTIONS IN EFFECT* NAME= MAIN,OPT=0,LINECAT=74,SIZE=0000K, SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOCEDIT,ID,NOKREF

95K BYTES OF CORE NOT USED

59

[illegible]

```

*OPTIONS IN EFFECT*      NAME=  MAIN,OPT=79,LINECNT=74,SIZE=6000K,
*OPTIONS IN EFFECT*      SOURCE=FEBGIC,NOLIST,NODECK,LOAD,NOMAP,NOE DIT,ID,NOK REF
*STATISTICS*            SOURCE STATEMENTS = 145 ,PROGRAM SIZE = 5898
*STATISTICS*            NO DIAGNOSTICS GENERATED
***** END OF COMPILATION*****

```

67K BYTES OF CORE NOT USED

Q

DATE 75.337/18.30.14

05/360 FORTRAN H

LEVEL 2 JUN 74 J

COMPILER OPTIONS - NAME= MAIN,OPT=0,LINECNT=74,SIZE=0,0000K,
SOURCE=EBCCIC,NOLIST,NODECK,LOAD,NOMAP,NODEIT,IO,NOMREF

```
ISN 0002 SUBROUTINE RANDU(YFL)
ISN 0003 DATA IX,NX/35,0/
ISN 0004 1 NX=NX+1
ISN 0005 IF(Y=IX)*65549
ISN 0006 IF(Y=IX)*2147483647+1
ISN 0007 5 Y=IV+Y
ISN 0008 6 YFL=YFL*Y
ISN 0009 IF(Y=IX)*4656613E-9
ISN 0010 IF(NX.LE.2160 TO 1
ISN 0011 RETURN
ISN 0012
ISN 0013
ISN 0014
```

PLU09000

OPTIONS IN EFFECT NAME= MAIN,OPT=0,LINECNT=74,SIZE=0,0000K,
OPTIONS IN EFFECT SOURCE=EBCCIC,NOLIST,NODECK,LOAD,NOMAP,NODEIT,IO,NOMREF
STATISTICS SOURCE STATEMENTS = 13 ,PROGRAM SIZE = 386

STATISTICS NO DIAGNOSTICS GENERATED
***** END-OF COMPILE *****
99K BYTES OF CODE NOT USED

DATE 75.337/18.30.16

05/36 FCPTAN H

LEVEL 21 JUN 74)

MPILER OPTIONS - NAME= MAIN,OPT=00,LINENCT=74,SIZE=00,NOXREF
SOURCE,EBCDIC,NOLIST,NOCHECK,LOAD,NOMAP,NOCIT,ID,NOXREF

0002 SUBROUTINE GAME(XMN,SO,XU,XINT,P,XX,NN)
0003 DIMENSION P(1),XX(1)
0004 BETA=SO*SO/XMN
0005 ALPHA = XMN/BETA - 1.
0006 G = 2.*ALPHA & 2.
0007 NN = XU/XINT
0008 DO 30 I = 1,NN
0009 XX(I) = 1.*XINT
0010 CALL COUTR(X,G,P(I),D,IER)
0011 CONTINUE
0012 RETURN
0013
0014 END

OPTIONS IN EFFECT NAME= MAIN,OPT=00,LINENCT=74,SIZE=0000K,
OPTIONS IN EFFECT SOURCE,EBCDIC,NOLIST,NOCHECK,LOAD,NOMAP,NOCIT,ID,NOXREF
STATISTICS SOURCE STATEMENTS = 13 , PROGRAM SIZE = 65

STATISTICS NO DIAGNOSTICS GENERATED

***** ENC OF COMPILATION *****

99K BYTES OF CJRE NOT USED

COMPILER OPTIONS - NAME= MAIN,OPT=00,LINECNT=74,SIZE=0000K,
SOURCE,EBDCIC,NOLIST,NODECK,LOAD,NOMAP,NODEIT,IO,NOMREF

SUBROUTINE COTR

PURPOSE
COMPUTES $P(X)$ = PROBABILITY THAT THE RANDOM VARIABLE U WITH
DISTRIBUTION ACCORDING TO THE CHI-SQUARE DISTRIBUTION WITH
DEGREES OF FREEDOM DF IS LESS THAN OR EQUAL TO X . THE
ORDINATE OF THE CHI-SQUARE DENSITY AT X IS ALSO COMPUTED.

USAGE
CALL COTR(X,G,P,D,IER)

DESCRIPTION OF PARAMETERS
 X - INPUT SCALAR FOR WHICH $P(X)$ IS COMPUTED. SQUARE
 G - NUMBER OF DEGREES OF FREEDOM OF THE CHI-SQUARE
DISTRIBUTION. G IS A CONTINUOUS PARAMETER.
 P - OUTPUT PROBABILITY.
 D - OUTPUT DENSITY.
 IER - RESULTANT ERROR CODE WHERE
 $IER=0$ --- NO ERROR
 $IER=-1$ --- AN INPUT PARAMETER IS INVALID. X IS LESS
THAN 2.0×10^{-1} OR G IS LESS THAN 0.5 OR GREATER
THAN $2.0 \times 10^{+1}$. P AND D ARE SET TO 1.E75.
 $IER=+1$ --- INVALID OUTPUT. P IS LESS THAN ZERO OR
GREATER THAN ONE. D IS LESS THAN ZERO. (SEE
MATHEMATICAL DESCRIPTION) HAS FAILED TO
CONVERGE. P IS SET TO 1.E75.

REMARKS
SEE MATHEMATICAL DESCRIPTION.

SUBROUTINES AND FUNCTION SUBPROGRAMS REQUIRED

DLGAM
NOTR

METHOD
REFER TO R.E. BARGMANN AND S.P. GHOSH, STATISTICAL
DISTRIBUTION PROGRAMS FOR A COMPUTER LANGUAGE,
IBM RESEARCH REPORT RC-1094, 1963.

ISN 0002
ISN 0003

SUBROUTINE COTR(X,G,P,D,IER)
DOUBLE PRECISION XX,DLX,X2,DLX2,GG,G2,DLT3,THETA,THP1,
IGLG,DD,T11,SER,CC,X1,FAC,TLOG,TERM,GTH,AZ,A,B,C,DT2,DT3,THP1

TEST FOR VALID INPUT DATA

10 IF(G-1.E-5) 59,1,0,10
20 IF(X) 50,30,30

TEST FOR X NEAR 0.0

30 IF(X-1.E-8) 4,47,87
40 P=0.0
50 IF(G-2.) 50,60,70
60 D=1.E-75
70 G=0.5
80 G=0.5
90 G=0.5
100 G=0.5

TEST FOR X GREATER THAN 1.E+6

80 IF(X-1.E+6) 1,1,10,90
90 D=0.0

ISN 0016
ISN 0017

```

15N 0001      P=1.0
15N 0002      GO TO 61
15N 0003      SET PROGRAM PARAMETERS
15N 0004      100
15N 0005      XX=ORLE(X)
15N 0006      DLX=X/2.0
15N 0007      DLX=DLX/2.0
15N 0008      GG=DLX/2.0
15N 0009      G2=GG/2.0
15N 0010      COMPUTE ORIGINATE
15N 0011      CALL DLGAM(G2,GLG2,LOK)
15N 0012      DD=GLG2-1.0
15N 0013      IF(DD-1.6802) 110,111,112
15N 0014      110 DD=1.6802
15N 0015      GO TO 150
15N 0016      111 DD=2.0
15N 0017      GO TO 150
15N 0018      112 DD=DEXP(DD)
15N 0019      D=SNGL(DD)
15N 0020      TEST FOR G GREATER THAN 1000.0
15N 0021      TEST FOR X GREATER THAN 2000.0
15N 0022      150 IF(X-2000.0) 160,160,170
15N 0023      160 P=1.0
15N 0024      GO TO 610
15N 0025      170 A=DLOG(XX/GG)/3.0
15N 0026      A=DEXP(A)
15N 0027      B=2.00-19.89*GG
15N 0028      C=(A-1.0*B)/DSQRT(B)
15N 0029      SC=SNGL(C)
15N 0030      CALL NDR(SC,P,DUMMY)
15N 0031      GO TO 490
15N 0032      COMPUTE THETA
15N 0033      190 K=10*INT(162)
15N 0034      THETA=C2-DELOAT(K)
15N 0035      IF(THETA-1.0-8) 200,200,210
15N 0036      200 THETA=1.0
15N 0037      210 THPL=THETA*1.0
15N 0038      SELECT METHOD OF COMPUTING T1
15N 0039      220 IF(THPL-230.230-220)
15N 0040      220 IF(XX-10.06) 260,260,320
15N 0041      COMPUTE T1 FOR THETA EQUALS 0.0
15N 0042      230 IF(X2-1.6802) 250,240,240
15N 0043      240 T1=1.0
15N 0044      GO TO 400
15N 0045      250 T1=1.0-DEXP(T-XX)
15N 0046      260 T1=SNGL(T1)
15N 0047      GO TO 400
15N 0048      COMPUTE T1 FOR THETA GREATER THAN 0.0 AND
15N 0049      X LESS THAN OR EQUAL TO 10.0
15N 0050      260 SER=X2*(1.00/THPL -X2/(THPL+1.00))
15N 0051      CC=DELOAT(J)
15N 0052      CC=27.0
15N 0053      270 T1=1.0
15N 0054      CALL DLGAM(X1,FAC,LOK)
15N 0055      TLOC=X1*DLX2-FAC-DELOAT(X1+THETA)
15N 0056
15N 0057
15N 0058
15N 0059
15N 0060
15N 0061
15N 0062
15N 0063
15N 0064
15N 0065
15N 0066
15N 0067
15N 0068
15N 0069
15N 0070
15N 0071
15N 0072
15N 0073
15N 0074
15N 0075
15N 0076
15N 0077
15N 0078
15N 0079
15N 0080
15N 0081
15N 0082
15N 0083
15N 0084
15N 0085
15N 0086
15N 0087
15N 0088
15N 0089
15N 0090
15N 0091
15N 0092
15N 0093
15N 0094
15N 0095
15N 0096
15N 0097
15N 0098
15N 0099
15N 0100
15N 0101
15N 0102
15N 0103
15N 0104
15N 0105
15N 0106
15N 0107
15N 0108
15N 0109
15N 0110
15N 0111
15N 0112
15N 0113
15N 0114
15N 0115
15N 0116
15N 0117
15N 0118
15N 0119
15N 0120
15N 0121
15N 0122
15N 0123
15N 0124
15N 0125
15N 0126
15N 0127
15N 0128
15N 0129
15N 0130
15N 0131
15N 0132
15N 0133
15N 0134
15N 0135
15N 0136
15N 0137
15N 0138
15N 0139
15N 0140
15N 0141
15N 0142
15N 0143
15N 0144
15N 0145
15N 0146
15N 0147
15N 0148
15N 0149
15N 0150
15N 0151
15N 0152
15N 0153
15N 0154
15N 0155
15N 0156
15N 0157
15N 0158
15N 0159
15N 0160
15N 0161
15N 0162
15N 0163
15N 0164
15N 0165
15N 0166
15N 0167
15N 0168
15N 0169
15N 0170
15N 0171
15N 0172
15N 0173
15N 0174
15N 0175
15N 0176
15N 0177
15N 0178
15N 0179
15N 0180
15N 0181
15N 0182
15N 0183
15N 0184
15N 0185
15N 0186
15N 0187
15N 0188
15N 0189
15N 0190
15N 0191
15N 0192
15N 0193
15N 0194
15N 0195
15N 0196
15N 0197
15N 0198
15N 0199
15N 0200
15N 0201
15N 0202
15N 0203
15N 0204
15N 0205
15N 0206
15N 0207
15N 0208
15N 0209
15N 0210
15N 0211
15N 0212
15N 0213
15N 0214
15N 0215
15N 0216
15N 0217
15N 0218
15N 0219
15N 0220
15N 0221
15N 0222
15N 0223
15N 0224
15N 0225
15N 0226
15N 0227
15N 0228
15N 0229
15N 0230
15N 0231
15N 0232
15N 0233
15N 0234
15N 0235
15N 0236
15N 0237
15N 0238
15N 0239
15N 0240
15N 0241
15N 0242
15N 0243
15N 0244
15N 0245
15N 0246
15N 0247
15N 0248
15N 0249
15N 0250
15N 0251
15N 0252
15N 0253
15N 0254
15N 0255
15N 0256
15N 0257
15N 0258
15N 0259
15N 0260
15N 0261
15N 0262
15N 0263
15N 0264
15N 0265
15N 0266
15N 0267
15N 0268
15N 0269
15N 0270
15N 0271
15N 0272
15N 0273
15N 0274
15N 0275
15N 0276
15N 0277
15N 0278
15N 0279
15N 0280
15N 0281
15N 0282
15N 0283
15N 0284
15N 0285
15N 0286
15N 0287
15N 0288
15N 0289
15N 0290
15N 0291
15N 0292
15N 0293
15N 0294
15N 0295
15N 0296
15N 0297
15N 0298
15N 0299
15N 0300
15N 0301
15N 0302
15N 0303
15N 0304
15N 0305
15N 0306
15N 0307
15N 0308
15N 0309
15N 0310
15N 0311
15N 0312
15N 0313
15N 0314
15N 0315
15N 0316
15N 0317
15N 0318
15N 0319
15N 0320
15N 0321
15N 0322
15N 0323
15N 0324
15N 0325
15N 0326
15N 0327
15N 0328
15N 0329
15N 0330
15N 0331
15N 0332
15N 0333
15N 0334
15N 0335
15N 0336
15N 0337
15N 0338
15N 0339
15N 0340
15N 0341
15N 0342
15N 0343
15N 0344
15N 0345
15N 0346
15N 0347
15N 0348
15N 0349
15N 0350
15N 0351
15N 0352
15N 0353
15N 0354
15N 0355
15N 0356
15N 0357
15N 0358
15N 0359
15N 0360
15N 0361
15N 0362
15N 0363
15N 0364
15N 0365
15N 0366
15N 0367
15N 0368
15N 0369
15N 0370
15N 0371
15N 0372
15N 0373
15N 0374
15N 0375
15N 0376
15N 0377
15N 0378
15N 0379
15N 0380
15N 0381
15N 0382
15N 0383
15N 0384
15N 0385
15N 0386
15N 0387
15N 0388
15N 0389
15N 0390
15N 0391
15N 0392
15N 0393
15N 0394
15N 0395
15N 0396
15N 0397
15N 0398
15N 0399
15N 0400
15N 0401
15N 0402
15N 0403
15N 0404
15N 0405
15N 0406
15N 0407
15N 0408
15N 0409
15N 0410
15N 0411
15N 0412
15N 0413
15N 0414
15N 0415
15N 0416
15N 0417
15N 0418
15N 0419
15N 0420
15N 0421
15N 0422
15N 0423
15N 0424
15N 0425
15N 0426
15N 0427
15N 0428
15N 0429
15N 0430
15N 0431
15N 0432
15N 0433
15N 0434
15N 0435
15N 0436
15N 0437
15N 0438
15N 0439
15N 0440
15N 0441
15N 0442
15N 0443
15N 0444
15N 0445
15N 0446
15N 0447
15N 0448
15N 0449
15N 0450
15N 0451
15N 0452
15N 0453
15N 0454
15N 0455
15N 0456
15N 0457
15N 0458
15N 0459
15N 0460
15N 0461
15N 0462
15N 0463
15N 0464
15N 0465
15N 0466
15N 0467
15N 0468
15N 0469
15N 0470
15N 0471
15N 0472
15N 0473
15N 0474
15N 0475
15N 0476
15N 0477
15N 0478
15N 0479
15N 0480
15N 0481
15N 0482
15N 0483
15N 0484
15N 0485
15N 0486
15N 0487
15N 0488
15N 0489
15N 0490
15N 0491
15N 0492
15N 0493
15N 0494
15N 0495
15N 0496
15N 0497
15N 0498
15N 0499
15N 0500
15N 0501
15N 0502
15N 0503
15N 0504
15N 0505
15N 0506
15N 0507
15N 0508
15N 0509
15N 0510
15N 0511
15N 0512
15N 0513
15N 0514
15N 0515
15N 0516
15N 0517
15N 0518
15N 0519
15N 0520
15N 0521
15N 0522
15N 0523
15N 0524
15N 0525
15N 0526
15N 0527
15N 0528
15N 0529
15N 0530
15N 0531
15N 0532
15N 0533
15N 0534
15N 0535
15N 0536
15N 0537
15N 0538
15N 0539
15N 0540
15N 0541
15N 0542
15N 0543
15N 0544
15N 0545
15N 0546
15N 0547
15N 0548
15N 0549
15N 0550
15N 0551
15N 0552
15N 0553
15N 0554
15N 0555
15N 0556
15N 0557
15N 0558
15N 0559
15N 0560
15N 0561
15N 0562
15N 0563
15N 0564
15N 0565
15N 0566
15N 0567
15N 0568
15N 0569
15N 0570
15N 0571
15N 0572
15N 0573
15N 0574
15N 0575
15N 0576
15N 0577
15N 0578
15N 0579
15N 0580
15N 0581
15N 0582
15N 0583
15N 0584
15N 0585
15N 0586
15N 0587
15N 0588
15N 0589
15N 0590
15N 0591
15N 0592
15N 0593
15N 0594
15N 0595
15N 0596
15N 0597
15N 0598
15N 0599
15N 0600
15N 0601
15N 0602
15N 0603
15N 0604
15N 0605
15N 0606
15N 0607
15N 0608
15N 0609
15N 0610
15N 0611
15N 0612
15N 0613
15N 0614
15N 0615
15N 0616
15N 0617
15N 0618
15N 0619
15N 0620
15N 0621
15N 0622
15N 0623
15N 0624
15N 0625
15N 0626
15N 0627
15N 0628
15N 0629
15N 0630
15N 0631
15N 0632
15N 0633
15N 0634
15N 0635
15N 0636
15N 0637
15N 0638
15N 0639
15N 0640
15N 0641
15N 0642
15N 0643
15N 0644
15N 0645
15N 0646
15N 0647
15N 0648
15N 0649
15N 0650
15N 0651
15N 0652
15N 0653
15N 0654
15N 0655
15N 0656
15N 0657
15N 0658
15N 0659
15N 0660
15N 0661
15N 0662
15N 0663
15N 0664
15N 0665
15N 0666
15N 0667
15N 0668
15N 0669
15N 0670
15N 0671
15N 0672
15N 0673
15N 0674
15N 0675
15N 0676
15N 0677
15N 0678
15N 0679
15N 0680
15N 0681
15N 0682
15N 0683
15N 0684
15N 0685
15N 0686
15N 0687
15N 0688
15N 0689
15N 0690
15N 0691
15N 0692
15N 0693
15N 0694
15N 0695
15N 0696
15N 0697
15N 0698
15N 0699
15N 0700
15N 0701
15N 0702
15N 0703
15N 0704
15N 0705
15N 0706
15N 0707
15N 0708
15N 0709
15N 0710
15N 0711
15N 0712
15N 0713
15N 0714
15N 0715
15N 0716
15N 0717
15N 0718
15N 0719
15N 0720
15N 0721
15N 0722
15N 0723
15N 0724
15N 0725
15N 0726
15N 0727
15N 0728
15N 0729
15N 0730
15N 0731
15N 0732
15N 0733
15N 0734
15N 0735
15N 0736
15N 0737
15N 0738
15N 0739
15N 0740
15N 0741
15N 0742
15N 0743
15N 0744
15N 0745
15N 0746
15N 0747
15N 0748
15N 0749
15N 0750
15N 0751
15N 0752
15N 0753
15N 0754
15N 0755
15N 0756
15N 0757
15N 0758
15N 0759
15N 0760
15N 0761
15N 0762
15N 0763
15N 0764
15N 0765
15N 0766
15N 0767
15N 0768
15N 0769
15N 0770
15N 0771
15N 0772
15N 0773
15N 0774
15N 0775
15N 0776
15N 0777
15N 0778
15N 0779
15N 0780
15N 0781
15N 0782
15N 0783
15N 0784
15N 0785
15N 0786
15N 0787
15N 0788
15N 0789
15N 0790
15N 0791
15N 0792
15N 0793
15N 0794
15N 0795
15N 0796
15N 0797
15N 0798
15N 0799
15N 0800
15N 0801
15N 0802
15N 0803
15N 0804
15N 0805
15N 0806
15N 0807
15N 0808
15N 0809
15N 0810
15N 0811
15N 0812
15N 0813
15N 0814
15N 0815
15N 0816
15N 0817
15N 0818
15N 0819
15N 0820
15N 0821
15N 0822
15N 0823
15N 0824
15N 0825
15N 0826
15N 0827
15N 0828
15N 0829
15N 0830
15N 0831
15N 0832
15N 0833
15N 0834
15N 0835
15N 0836
15N 0837
15N 0838
15N 0839
15N 0840
15N 0841
15N 0842
15N 0843
15N 0844
15N 0845
15N 0846
15N 0847
15N 0848
15N 0849
15N 0850
15N 0851
15N 0852
15N 0853
15N 0854
15N 0855
15N 0856
15N 0857
15N 0858
15N 0859
15N 0860
15N 0861
15N 0862
15N 0863
15N 0864
15N 0865
15N 0866
15N 0867
15N 0868
15N 0869
15N 0870
15N 0871
15N 0872
15N 0873
15N 0874
15N 0875
15N 0876
15N 0877
15N 0878
15N 0879
15N 0880
15N 0881
15N 0882
15N 0883
15N 0884
15N 0885
15N 0886
15N 0887
15N 0888
15N 0889
15N 0890
15N 0891
15N 0892
15N 0893
15N 0894
15N 0895
15N 0896
15N 0897
15N 0898
15N 0899
15N 0900
15N 0901
15N 0902
15N 0903
15N 0904
15N 0905
15N 0906
15N 0907
15N 0908
15N 0909
15N 0910
15N 0911
15N 0912
15N 0913
15N 0914
15N 0915
15N 0916
15N 0917
15N 0918
15N 0919
15N 0920
15N 0921
15N 0922
15N 0923
15N 0924
15N 0925
15N 0926
15N 0927
15N 0928
15N 0929
15N 0930
15N 0931
15N 0932
15N 0933
15N 0934
15N 0935
15N 0936
15N 0937
15N 0938
15N 0939
15N 0940
15N 0941
15N 0942
15N 0943
15N 0944
15N 0945
15N 0946
15N 0947
15N 0948
15N 0949
15N 0950
15N 0951
15N 0952
15N 0953
15N 0954
15N 0955
15N 0956
15N 0957
15N 0958
15N 0959
15N 0960
15N 0961
15N 0962
15N 0963
15N 0964
15N 0965
15N 0966
15N 0967
15N 0968
15N 0969
15N 0970
15N 0971
15N 0972
15N 0973
15N 0974
15N 0975
15N 0976
15N 0977
15N 0978
15N 0979
15N 0980
15N 0981
15N 0982
15N 0983
15N 0984
15N 0985
15N 0986
15N 0987
15N 0988
15N 0989
15N 0990
15N 0991
15N 0992
15N 0993
15N 0994
15N 0995
15N 0996
15N 0997
15N 0998
15N 0999
15N 1000

```

```

0067 12N 0067 TERM=DEXPAT(LOG)
0068 12N 0068 TERM=DSIGN(TERM,CC)
0069 12N 0069 SER=SER+TERM
0070 12N 0070 CC=CC
0071 12N 0071 IF(CABS(TERM)-1.D-9) 280,270,270
0072 12N 0072 CONTINUE
0073 12N 0073 GO TO 60
0074 12N 0074 CALL DLGAM(THP1,GTH,IOK)
0075 12N 0075 CALL DLGAM(THP1,GTH,IOK)
0076 12N 0076 LOG=THETA*DLX+DLQ*USERI-GTH
0077 12N 0077 IF(LOG+1.68D2) 310,370,370
0078 12N 0078 IF(0) 370
0079 12N 0079 IF(0) 450
0080 12N 0080 IF(DEXP(TLOG))
0081 12N 0081 IF(SNGL(T1))
0082 12N 0082 GO TO 400
0083 12N 0083 A2=C.DC
0084 12N 0084 I=1,25
0085 12N 0085 XI=DFLOAT(I)
0086 12N 0086 CALL DLGAM(THP1,GTH,IOK)
0087 12N 0087 Y11=(13.DC+XX)/XI+THP1*DLG(13.DC+XX/XI) -GTH-DLOG(XI)
0088 12N 0088 IF(Y11+1.68D2) 340,340,330
0089 12N 0089 Y11=DEXP(Y11)
0090 12N 0090 A2=A2+Y11
0091 12N 0091 CONTINUE
0092 12N 0092 A=L1/282.51+THETA/156.DC-XX/312.DC
0093 12N 0093 B=D485(A)
0094 12N 0094 C=-X2+THP1*DLX2+DLOG(8) -GTH-3.951243718581427
0095 12N 0095 IF(C+1.68D2) 370,370,350
0096 12N 0096 IF(A) 360,370,380
0097 12N 0097 C=DEXP(C)
0098 12N 0098 GO TO 350
0099 12N 0099 C=D.DC
0100 12N 0100 GO TO 350
0101 12N 0101 C=DEXP(C)
0102 12N 0102 C=A2+C
0103 12N 0103 Y11=DC-C
0104 12N 0104 Y1=SNGL(T1)
0105 12N 0105
0106 12N 0106
0107 12N 0107
0108 12N 0108
0109 12N 0109
0110 12N 0110
0111 12N 0111
0112 12N 0112
0113 12N 0113
0114 12N 0114
0115 12N 0115
0116 12N 0116
0117 12N 0117
0118 12N 0118
0119 12N 0119
0120 12N 0120
0121 12N 0121
0122 12N 0122
0123 12N 0123
0124 12N 0124
0125 12N 0125
0126 12N 0126
0127 12N 0127
0128 12N 0128
0129 12N 0129
0130 12N 0130
0131 12N 0131
0132 12N 0132
0133 12N 0133
0134 12N 0134
0135 12N 0135
0136 12N 0136
0137 12N 0137
0138 12N 0138
0139 12N 0139
0140 12N 0140
0141 12N 0141
0142 12N 0142
0143 12N 0143
0144 12N 0144
0145 12N 0145
0146 12N 0146
0147 12N 0147
0148 12N 0148
0149 12N 0149
0150 12N 0150
0151 12N 0151
0152 12N 0152
0153 12N 0153
0154 12N 0154
0155 12N 0155
0156 12N 0156
0157 12N 0157
0158 12N 0158
0159 12N 0159
0160 12N 0160
0161 12N 0161
0162 12N 0162
0163 12N 0163
0164 12N 0164
0165 12N 0165
0166 12N 0166
0167 12N 0167
0168 12N 0168
0169 12N 0169
0170 12N 0170
0171 12N 0171
0172 12N 0172
0173 12N 0173
0174 12N 0174
0175 12N 0175
0176 12N 0176
0177 12N 0177
0178 12N 0178
0179 12N 0179
0180 12N 0180
0181 12N 0181
0182 12N 0182
0183 12N 0183
0184 12N 0184
0185 12N 0185
0186 12N 0186
0187 12N 0187
0188 12N 0188
0189 12N 0189
0190 12N 0190
0191 12N 0191
0192 12N 0192
0193 12N 0193
0194 12N 0194
0195 12N 0195
0196 12N 0196
0197 12N 0197
0198 12N 0198
0199 12N 0199
0200 12N 0200
0201 12N 0201
0202 12N 0202
0203 12N 0203
0204 12N 0204
0205 12N 0205
0206 12N 0206
0207 12N 0207
0208 12N 0208
0209 12N 0209
0210 12N 0210
0211 12N 0211
0212 12N 0212
0213 12N 0213
0214 12N 0214
0215 12N 0215
0216 12N 0216
0217 12N 0217
0218 12N 0218
0219 12N 0219
0220 12N 0220
0221 12N 0221
0222 12N 0222
0223 12N 0223
0224 12N 0224
0225 12N 0225
0226 12N 0226
0227 12N 0227
0228 12N 0228
0229 12N 0229
0230 12N 0230
0231 12N 0231
0232 12N 0232
0233 12N 0233
0234 12N 0234
0235 12N 0235
0236 12N 0236
0237 12N 0237
0238 12N 0238
0239 12N 0239
0240 12N 0240
0241 12N 0241
0242 12N 0242
0243 12N 0243
0244 12N 0244
0245 12N 0245
0246 12N 0246
0247 12N 0247
0248 12N 0248
0249 12N 0249
0250 12N 0250
0251 12N 0251
0252 12N 0252
0253 12N 0253
0254 12N 0254
0255 12N 0255
0256 12N 0256
0257 12N 0257
0258 12N 0258
0259 12N 0259
0260 12N 0260
0261 12N 0261
0262 12N 0262
0263 12N 0263
0264 12N 0264
0265 12N 0265
0266 12N 0266
0267 12N 0267
0268 12N 0268
0269 12N 0269
0270 12N 0270
0271 12N 0271
0272 12N 0272
0273 12N 0273
0274 12N 0274
0275 12N 0275
0276 12N 0276
0277 12N 0277
0278 12N 0278
0279 12N 0279
0280 12N 0280
0281 12N 0281
0282 12N 0282
0283 12N 0283
0284 12N 0284
0285 12N 0285
0286 12N 0286
0287 12N 0287
0288 12N 0288
0289 12N 0289
0290 12N 0290
0291 12N 0291
0292 12N 0292
0293 12N 0293
0294 12N 0294
0295 12N 0295
0296 12N 0296
0297 12N 0297
0298 12N 0298
0299 12N 0299
0300 12N 0300
0301 12N 0301
0302 12N 0302
0303 12N 0303
0304 12N 0304
0305 12N 0305
0306 12N 0306
0307 12N 0307
0308 12N 0308
0309 12N 0309
0310 12N 0310
0311 12N 0311
0312 12N 0312
0313 12N 0313
0314 12N 0314
0315 12N 0315
0316 12N 0316
0317 12N 0317
0318 12N 0318
0319 12N 0319
0320 12N 0320
0321 12N 0321
0322 12N 0322
0323 12N 0323
0324 12N 0324
0325 12N 0325
0326 12N 0326
0327 12N 0327
0328 12N 0328
0329 12
```

CALL DLGAM (THPI, GTH, IOK)
 OLT3=THPI*DLX2-DLXX-X2-GTH
 IF (OLT3+1.68032) 487,480,470
 DT3=DT3+DEXP(OLT3)
 CONTINUE
 T3=SNGL (DT3)
 T3=T1-T3-T3

SET ERROR INDICATOR

```

500 LEF=1 500 1.E-7 510,510,600
510 G=1 0 610
520 LEF=1 510 532,552,550
530 LEF=1 510 1.E-7 540,540,600
540 G=1 0 610
550 G=1 0 1.E-8 560,560,570
560 A=0 0 610
570 LEF=1 570 1.E-8 581,580,610
580 G=1 0 610
590 LEF=1 575
600 LEF=1 620
610 LEF=1 620
620 LEF=1 620
630 LEF=1 620
640 LEF=1 620
650 LEF=1 620
660 LEF=1 620
670 LEF=1 620
680 LEF=1 620
690 LEF=1 620
700 LEF=1 620
710 LEF=1 620
720 LEF=1 620
730 LEF=1 620
740 LEF=1 620
750 LEF=1 620
760 LEF=1 620
770 LEF=1 620
780 LEF=1 620
790 LEF=1 620
800 LEF=1 620
810 LEF=1 620
820 LEF=1 620
830 LEF=1 620
840 LEF=1 620
850 LEF=1 620
860 LEF=1 620
870 LEF=1 620
880 LEF=1 620
890 LEF=1 620
900 LEF=1 620
910 LEF=1 620
920 LEF=1 620
930 LEF=1 620
940 LEF=1 620
950 LEF=1 620
960 LEF=1 620
970 LEF=1 620
980 LEF=1 620
990 LEF=1 620

```

NAME = MAIN,OPT=CO,LINEAT=74,SIZE=0000K,

OPTIONS IN EFFECT

STATISTICS#	SOURCE STATEMENTS =	150 , PROGRAM SIZE =	3554
-------------	---------------------	----------------------	------

STATISTICS NO DIAGNOSTICS GENERATED

***** END CF CCMPILATION *****

79K BYTES OF CORE NOT USED

LEVEL 21.8 (JUN 74)

OS/360 FCRTPAN H

```
COMPILER OPTIONS - NAME= MAIN,OPT=CC,LINECNT=74,SIZE=65536,
SOURCE,EBCLD1C,NOLIST,NOCHECKLOAD,NOHAP,NOEDIT,ID,NOXREF
```

SUBROUTINE NDTR

PURPOSE COMPUTES $Y = P(X)$ = PROBABILITY THAT THE RANDOM VARIABLE DISTRI-BUTED NORMALLY(μ), IS LESS THAN OR EQUAL TO X . FIX, THE ORDINATE OF THE NORMAL DENSITY AT X , IS ALSO COMPUTED.

USAGE
CALL NDTR(X,P,D)

```

DESCRIPTION OF PARAMETERS
X--INPUT SCALAR FOR WHICH P(X) IS COMPUTED.
P--OUTPUT PROBABILITY.
D--OUTPUT DENSITY.

```

REMARKS
MAXIMUM ERROR IS 0.0000007.SUBROUTINES AND SUBPROGRAMS REQUIRED
NCNF

METHOD
BASED ON APPROXIMATIONS IN C. HASTINGS, APPROXIMATIONS FOR
DIGITAL COMPUTERS, PRINCETON UNIV. PRESS, PRINCETON, N.J.,
1955. SEE EQUATION 26.2.17, HANDBOOK OF MATHEMATICAL
FUNCTIONS, ABRAMOWITZ AND STEGUN, DOVER PUBLICATIONS, INC.,
NEW YORK.

ISN 0302 SUBROUTINE NDTR(X,P,D)

TSN. 9293
AX=ABS(X)

ISBN 0004
I=1.0/(1.0+.2316419*AX)

ISN 0005
ISN 0006
D=0.3985423*EXP((-X*X/2.))
P = 1.0 - D*PI*(1/1 - 33027

$$1 - 0.3565638) \cdot F \div 0.3193815$$

ISN	0007	IF(X)1,2,2
ISN <td>0008 <td>1, 0-1 3-0</td> </td>	0008 <td>1, 0-1 3-0</td>	1, 0-1 3-0

ISN 0008	1 PET.O-P
ISN 0009	2 RETURN

ISI 0019
END

CTIONS IN EFFECT#

NAME	POSITION	IN EFFECT	DATE
...

```
*OPTIONS IN EFFECT* NAME= MAIN,OPT=00,LINECNT=74,SIZE=0000K,  
*OPTIONS IN EFFECT* SOURCE=EBCDIC,NOLIST,NODECK,LOAD,NOPAP,NOCREDIT,ID,NODXREF  
*STATISTICS* SOURCE STATEMENTS = 9 ,PROGRAM SIZE = 486  
*STATISTICS* NO DIAGNOSTICS GENERATED
```

99K BYTES OF CORE NOT USED

COMPILER OPTIONS - NAME= MAIN,OPT=00,LINECNT=74,SIZE=,CREDIT,10,NOXREF
SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NO,NOXREF

```

SUBROUTINE DLGAM
  PURPOSE
    COMPUTES THE DOUBLE PRECISION NATURAL LOGARITHM OF THE
    GAMMA FUNCTION OF A GIVEN DOUBLE PRECISION ARGUMENT.
  USAGE
    CALL DLGAM(LX,DLNG,IER)
  DESCRIPTION OF PARAMETERS
    LX - THE DOUBLE PRECISION ARGUMENT FOR THE LOG GAMMA
    FUNCTION.
    DLNG - THE RESULTANT DOUBLE PRECISION LOG GAMMA FUNCTION
    VALUE.
    IER - RESULTANT ERROR CODE WHERE
    IER=0 --- NO ERROR
    IER=1 --- XX IS WITHIN 10**(-9) OF BEING ZERO OR XX
    IER=2 --- XX IS NEGATIVE. DLNG IS SET TO -1.0D75
    IER=3 --- XX IS GREATER THAN 10**70. DLNG IS SET TO
    +1.0D75.
  REMARKS
    NONE
  SUBROUTINES AND FUNCTION SUBPROGRAMS REQUIRED
    NONE
  METHOD
    THE EULER-MCLAIRIN EXPANSION TO THE SEVENTH DERIVATIVE TERM
    IS USED AS GIVEN BY M. LERCH, 1901, AND J. S. C. GREGG,
    HANDBOOK OF MATHEMATICAL FUNCTIONS, U.S. DEPARTMENT OF
    COMMERCE, NATIONAL BUREAU OF STANDARDS APPLIED MATHEMATICS
    SERIES, 1966, EQUATION 6.1.41.
  SUBROUTINE DLGAM(LX,DLNG,IER)
    DOUBLE PRECISION LX,DLNG,IER
    IER=0
    IF (LX-1.D70) 2,2,1
    1 IF (XX-1.D70) 2,2,1
    SEE IF XX IS NEAR ZERO OR NEGATIVE
    3 IF (XX-1.D-9) 3,3,4
    3 IER=1
    DLNG=-1.0D75
    GO TO 10
    XX GREATER THAN ZERO AND LESS THAN OR EQUAL TO 1.0D+10
    5 TERM=1.0D0
    6 IF (ZZ-18.D-1) 6,6,7
    6 TERM=TERM*ZZ
    6 GO TO 5
    7 KZ=1.0D/ZZ**2
    DLNG=1.0D-0.5091+DLNG(KZ)-ZZ*0.9189385332046727-DLNG(1.0D+TERM)+
    11.0D/ZZ*1.833333333333333D-1-(RZ2*1.577777777777777D-2 +1RZ2
    21.793507535075360-3 -(RZ2*(.5952380952380952D-3)))
    GO TO 10
    XX GREATER THAN 1.0D+10 AND LESS THAN 1.0D+70
    8 DLNG=ZZ*(DLOG(ZZ)-1.0D0)
    GO TO 10
  
```

DLGA 710
DLGA 720
DLGA 730
DLGA 740
DLGA 750
DLGA 760
DLGA 770

C C XX GREATER THAN OR EQUAL TC 1.0+70

ISN 0022 9 IER=+1
ISN 0023 DLNG=1.075
ISN 0024 10 RETURN
ISN 0025 END

OPTIONS IN EFFECT NAME= MAIN,OPT=00,LINECNT=74,SIZE=C000K.

OPTIONS IN EFFECT SOURCE,EBCDIC,NOLIST,NODECK,LOAD,NOMAP,NOEDIT,ID,NOXREF

STATISTICS SOURCE STATEMENTS = 24 ,PROGRAM SIZE = 810

STATISTICS NO DIAGNOSTICS GENERATED

***** ENC OF COMPILATION *****

STATISTICS NO DIAGNOSTICS THIS STEP

99K BYTES OF CORE NOT USED

APPENDIX II

NARROW BODY PROGRAM LISTING OF MAIN PROGRAM AND SUBROUTINE PATH


```

15 (NEMP(K).EQ.0)GC TO 12
16 NEMP(K)=1,NP
17 GC TO 12
18 (NEMP(K).EQ.0)GC TO 12
19 (NEMP(K).EQ.0)GC TO 12
20 (NEMP(K).EQ.0)GC TO 12
21 (NEMP(K).EQ.0)GC TO 12
22 (NEMP(K).EQ.0)GC TO 12
23 (NEMP(K).EQ.0)GC TO 12
24 (NEMP(K).EQ.0)GC TO 12
25 (NEMP(K).EQ.0)GC TO 12
26 (NEMP(K).EQ.0)GC TO 12
27 (NEMP(K).EQ.0)GC TO 12
28 (NEMP(K).EQ.0)GC TO 12
29 (NEMP(K).EQ.0)GC TO 12
30 (NEMP(K).EQ.0)GC TO 12
31 (NEMP(K).EQ.0)GC TO 12
32 (NEMP(K).EQ.0)GC TO 12
33 (NEMP(K).EQ.0)GC TO 12
34 (NEMP(K).EQ.0)GC TO 12
35 (NEMP(K).EQ.0)GC TO 12
36 (NEMP(K).EQ.0)GC TO 12
37 (NEMP(K).EQ.0)GC TO 12
38 (NEMP(K).EQ.0)GC TO 12
39 (NEMP(K).EQ.0)GC TO 12
40 (NEMP(K).EQ.0)GC TO 12
41 (NEMP(K).EQ.0)GC TO 12
42 (NEMP(K).EQ.0)GC TO 12
43 (NEMP(K).EQ.0)GC TO 12
44 (NEMP(K).EQ.0)GC TO 12
45 (NEMP(K).EQ.0)GC TO 12
46 (NEMP(K).EQ.0)GC TO 12
47 (NEMP(K).EQ.0)GC TO 12
48 (NEMP(K).EQ.0)GC TO 12
49 (NEMP(K).EQ.0)GC TO 12
50 (NEMP(K).EQ.0)GC TO 12
51 (NEMP(K).EQ.0)GC TO 12
52 (NEMP(K).EQ.0)GC TO 12
53 (NEMP(K).EQ.0)GC TO 12
54 (NEMP(K).EQ.0)GC TO 12
55 (NEMP(K).EQ.0)GC TO 12
56 (NEMP(K).EQ.0)GC TO 12
57 (NEMP(K).EQ.0)GC TO 12
58 (NEMP(K).EQ.0)GC TO 12
59 (NEMP(K).EQ.0)GC TO 12
60 (NEMP(K).EQ.0)GC TO 12
61 (NEMP(K).EQ.0)GC TO 12
62 (NEMP(K).EQ.0)GC TO 12
63 (NEMP(K).EQ.0)GC TO 12
64 (NEMP(K).EQ.0)GC TO 12
65 (NEMP(K).EQ.0)GC TO 12
66 (NEMP(K).EQ.0)GC TO 12
67 (NEMP(K).EQ.0)GC TO 12
68 (NEMP(K).EQ.0)GC TO 12
69 (NEMP(K).EQ.0)GC TO 12
70 (NEMP(K).EQ.0)GC TO 12
71 (NEMP(K).EQ.0)GC TO 12
72 (NEMP(K).EQ.0)GC TO 12
73 (NEMP(K).EQ.0)GC TO 12
74 (NEMP(K).EQ.0)GC TO 12
75 (NEMP(K).EQ.0)GC TO 12
76 (NEMP(K).EQ.0)GC TO 12
77 (NEMP(K).EQ.0)GC TO 12
78 (NEMP(K).EQ.0)GC TO 12
79 (NEMP(K).EQ.0)GC TO 12
80 (NEMP(K).EQ.0)GC TO 12
81 (NEMP(K).EQ.0)GC TO 12
82 (NEMP(K).EQ.0)GC TO 12
83 (NEMP(K).EQ.0)GC TO 12
84 (NEMP(K).EQ.0)GC TO 12
85 (NEMP(K).EQ.0)GC TO 12
86 (NEMP(K).EQ.0)GC TO 12
87 (NEMP(K).EQ.0)GC TO 12
88 (NEMP(K).EQ.0)GC TO 12
89 (NEMP(K).EQ.0)GC TO 12
90 (NEMP(K).EQ.0)GC TO 12
91 (NEMP(K).EQ.0)GC TO 12
92 (NEMP(K).EQ.0)GC TO 12
93 (NEMP(K).EQ.0)GC TO 12
94 (NEMP(K).EQ.0)GC TO 12
95 (NEMP(K).EQ.0)GC TO 12
96 (NEMP(K).EQ.0)GC TO 12
97 (NEMP(K).EQ.0)GC TO 12
98 (NEMP(K).EQ.0)GC TO 12
99 (NEMP(K).EQ.0)GC TO 12
100 (NEMP(K).EQ.0)GC TO 12

```

```

111 0173
111 0174
111 0175
111 0176
111 0177
111 0178
111 0179
111 0180
111 0181
111 0182
200 FORMAT(1615)
201 FORMAT(510,0)
202 FORMAT(415)
203 FORMAT(5X,33HAIACRAFT CONFIGURATION INPUT DATA)
204 FORMAT(1M0,9X,23HTIME SEGMENT INPUT DATA)
205 FORMAT(5X,33HAIACRAFT CONFIGURATION INPUT DATA)
206 FORMAT(1M0,9X,23HTIME SEGMENT INPUT DATA)
207 FORMAT(510,3,15)
208 FORMAT(1M1,7X,3HRCM,5X,6HCOLUMN,1X,13HEXIT ASSIGNED,1X,8HEXIT OUT,
13X,12HTIME TO DOOR,10X,12HTIME DELAY,12X,8HTIME OUT)
209 $STOP
210 $END

```

```

*OPTIONS IN EFFECT* NAME= MAIN,OPT=00,LINECT=74,SIZE=0000K,
*OPTIONS IN EFFECT* SOURCE,FBCDIC,NOLIST,NODECK,LOAD,NOMAP,NCECIT,ID,NOXREF
*STATISTICS* SOURCE STATEMENTS = 181 ,PROGRAM SIZE = 57516

```

STATISTICS NO DIAGNOSTICS GENERATED

***** ENC OF COMPILE *****

59K BYTES OF CORE NOT USED

